

The Hongkong Telegraph.

FOUNDED 1862

No. 12,441

六月廿二日

號式十式月三英港

SATURDAY MARCH 22, 1924.

日八月廿二

SINGLES: COPY IN CTS.

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HONGKONG'S SHIPPING SUPREMACY.

Answer to Capt. Robert Dollar.

SHANGHAI STILL FAR BEHIND.

Figures For 1923 Compared.

[Hongkong Telegraph Special]

When Capt. Robert Dollar was in Hongkong in January he said in the former case he was quoted as a meeting of American business men and made what he (river combined) was in no doubt thought were some interesting revelations regarding the shipping figures of Shanghai. That was the mistake which led him to Hongkong. He contended that Hongkong had lost pride of place to Shanghai and he advised men in Hongkong to "get a move on." There have just been published the shipping returns for Shanghai for the year 1923 (as compiled by the British Chamber of Commerce) and, in giving publicity to these figures, a northern contemporary states: "While there are slightly different methods in use in various world ports for measuring vessel tonnage, thus making exact comparison impossible, it is considered that the 1923 figures for Shanghai place it into either third or fourth place among world ports."

Now the fact of the matter is that tonnage entering and leaving Hongkong during 1923 was so very much greater than that entering and leaving Shanghai that one wonders where Capt. Robert Dollar got his ideas. It should be stated as plainly as possible that Hongkong, as a shipping port, is very much larger than Shanghai, and to prove that statement we will quote official figures which we have just obtained from the Harbour Office, contrasting them with the official figures of Shanghai.

AGGREGATE FIGURES.
Shanghai's tonnage of entrances and clearances for last year is given as being 29,530,835 tons, whereas Hongkong's tonnage for 1923 was 32,350,138 tons. This gives Hongkong a superiority of 2,719,303 tons—a figure sufficiently large to be decisive. The above figures do not include launch and junk tonnage, but relate solely to ocean-going and river steamers.

OCEAN-GOING STEAMERS.
As ocean-going steamers really indicate the size of a port, we will take them next. But before quoting figures we ought to point out that Shanghai gets a big pull on Hongkong so far as trans-Pacific boats are concerned. Hongkong is the terminus of the Pacific run and a ship on that run only arrives and leaves here once on every round trip. But, inasmuch as it calls at Shanghai both coming and going, Shanghai gets two arrivals and two departures to Hongkong's one arrival and one departure. Such a happening applies to the Empress boats, the big T. K. K. boats, some of the President boats and also the Blue Funnel boats on the Pacific run. But, notwithstanding this disadvantage to Hongkong, the figures of the two ports are totally disproportionate. They are:

Hongkong ... 25,894,058 tons.
Shanghai ... 13,536,196 tons.
In will thus be seen that Hongkong's ocean-going tonnage for 1923 was nearly double that of Shanghai. We have not the 1922 figure for Shanghai before us, but the Hongkong figure for that year was 21,971,162 tons, showing that Hongkong's ocean-going tonnage in 1923 increased by 3,922,896 tons. We don't quite see how Capt. Robert Dollar's exhortation in January to "get a move on" was justified. It might be pointed out that Capt. Dollar gave Shanghai's tonnage for 1922 as being 27,000,000 tons and Hongkong as 22,000,000 tons. These figures, we find that 1,184

RIVER COASTAL BOATS.

It is in river and coastal boats where Shanghai stands easily of Hongkong—a fact easily explained by the tremendous river trade of China's greatest waterway, the Yangtze. The figures for 1923 were:

Hongkong ... 6,356,080 tons.
Shanghai ... 15,994,539 tons.

That gives Shanghai a very big margin, but it only serves to make the importance of Hongkong's tonnage all the greater, because out of Hongkong's total tonnage of 32,250,138 tons for the year, over 80 per cent was ocean-going shipping, whilst out of Shanghai's total tonnage of 29,530,835 tons for the year, only about 45 per cent was ocean-going.

LAUNCHES AND JUNKS.
In addition to the above, may be added 142,392 tons, representing steamships under 60 tons engaged in foreign trade; 2,619,003 tons, representing junks engaged in foreign trade; 17,077,346 tons, representing the launches and boats plying in the waters of the Colony; and 1,313,360, representing junks engaged in local trade. All of these tonnages, added to the figure given for ocean-going and river steamers, bring Hongkong's grand total of floating tonnage for 1923 up to 53,402,239 tons.

It may easily be that Shanghai's grand total, inclusive of all junks, launches and such-like craft on the river, is larger than Hongkong's, but, as we have shown above, Hongkong has an overwhelming lead in the matter of ocean-going tonnage. And it is in respect of ocean-going ships that the importance of a port is gauged.

BRITISH STILL LEADING.

The figures before us also indicate that British shipping still holds the lead. If we take the combined British ocean-going and river steamers for Hongkong, we find that the entrances and clearances totalled 16,920,491 tons, whilst the combined foreign ocean-going and river steamers totalled 15,329,547 tons. Thus British shipping had a lead over that of all other countries combined. Taking ocean-going shipping by itself, the British figure was 11,227,141 tons, whilst the combined foreign tonnage was 14,671,917 tons. The river shipping was 5,693,350 tons British, and 637,730 tons foreign. Japanese shipping came an easy second, the United States being third.

INDIVIDUAL SHIPS.

Every ship coming to Hongkong may enter and leave many times during the year, but if we take every ship individually, that is, count the actual number of separate boats which came here during last year, we find that British boats numbered 523, Japanese 285, American 84, Chinese 77, Dutch 46, French 39, Norwegian 32, German 29, Danish 16, Portuguese 13, Swedish 9, with five other countries contributing 19 between them. Taking an aggregate of cold fact, that Hongkong still holds its premier shipping position in the Far East and that its high place among the great ports of the world is more firmly established to-day than ever.

ROUND-THE-WORLD AIR RACE.

BRITISH Fliers COMING TO HONGKONG.

POLAR ATTEMPT ALSO ANNOUNCED.

(Reuter's Service.)

London, March 21.
Squadron Leader A.S.C. Maclaren starts on a world flight from Calshot, near Southampton, on March 25th, on the amphibian flying boat Vulture, accompanied by two other Scotsmen, Flying Officer Plender-Leith and Sergeant Andrews.

It is a private venture under the auspices of the Vickers Napier and Shell companies. The itinerary is—Lyons, Rome, Cairo, Bagdad, Karachi, Calcutta, Rangoon, Bangkok, Hongkong, Shanghai, Tokyo, Petropavlovsk, the Aleutians, Vancouver, Newfoundland, and across the Atlantic via the Azores or West Ireland.

It is noteworthy that the American aeroplanes on a world flight, already mentioned, are actually due to start from Seattle on March 24th.

Captain Hammer, who will accompany Amundsen on a Polar flight from Spitzbergen to Alaska, has arrived in England to complete his arrangements. Two aeroplanes will be employed, with three men in each. The American Government is to be represented in this flight.

(Reuter's American Service.)

Seattle, March 21.
Lieutenant Nelson, the fourth world flier, has arrived. The party is now complete. It rests for a few days before flying along the coast of British Columbia.

SERIOUS IRISH OUTRAGE.

BRITISH SOLDIERS SHOT DOWN.

WARSHIP FIRED UPON.

London, March 21.
Four Free State soldiers turned a machine-gun on British troops landing at Queenstown, on leave. Twelve were killed and injured. Shots were fired at H. M. S. Scythe from a motor-car, the occupants shouting "Up Tobin!"

Later. One soldier was killed at Queenstown, and seventeen persons were wounded, some of whom were civilians.

ELECTROCUTED.

TWO WOMEN KILLED.

Two women were killed through being electrocuted this morning.

It is stated that the accident occurred at Aberdeen, where a woman inadvertently touched a live wire which had come down on to the roadway. She was instantly killed, as also was another woman who endeavoured to pull her off but received the current herself through transmission.

When found, one of the unfortunate victims was still clinging to the wire. Their bodies have been removed to the Mortuary.

SHIPPING MISHAPS.

Fire On Motor Vessel.

Malta, March 21.
The American steamer Steel Voyager, from Kobe and Singapore for New York, has arrived for repairs to her steering gear, which has proved defective.

The Swedish motor vessel Formosa, from Vladivostock with a cargo of copra, has arrived here, a fire having broken out in the hold.—Reuter.

different ships came into Hongkong during 1923.

THIS YEAR.

There are no figures yet available regarding the first two months of 1924, but it is known that a very much larger tonnage has been recorded than was experienced during the first two months of 1923. It is expected that when the first quarter's returns are completed they will constitute another record. The number of buoys in the harbour is not really adequate to cope with the demand, and, far from there being any sign of decreasing tonnage, it is constantly increasing.

Let it be reiterated, as a matter of cold fact, that Hongkong still holds its premier shipping position in the Far East and that its high place among the great ports of the world is more firmly established to-day than ever.

CHEFALO MYSTIFIES.

AT THE STAR THEATRE.

Chefalo and Palermo appeared again at the Star Theatre last night in a show which was attractive and mystifying. A number of new tricks were introduced, and although Chefalo explained how some of these were done, he was still able to baffle the audience with his cleverness. In fact the mystery was only intensified as a result of his explanations, simple as they appeared at first sight.

This afternoon, Chefalo and Palermo will give a special matinee, at which children will be admitted at half-price, whilst to-night there is sure to be a bumper house for the final performance.

MOSLEMS AND THE KHALIFATE.

Turks Must Be Reformed.

Calcutta, March 21.
The Khilafat conference has passed a resolution favouring Turkey as the seat of the Khalifate, as the strongest Islamic Government, declaring that if the present Turkish Government desires to follow a course prejudicial to the holding of a Khalifate, then Moslems all over the world must remind the Turks of the necessity for reforming, and take all steps to that end.

Reuter.

EPINARD TO FOLLOW PAPYRUS.

Booked for American Turf.

Paris, March 21.
M. Pierre Wertheimer, the owner of Epinard, has informed Reuter that he has contracted to run Epinard in three races in America in September and October. It is expected the horse will sail at the beginning of July.

With regard to Ascot, nothing has been definitely settled. M. Wertheimer expects to run Epinard there, but it is at present uncertain in what race, possibly not for the Gold Cup.—Reuter.

APPOINTMENTS.

MR. MONTAGUE EDE ON COUNCIL.

The following appointments are granted:

Mr. S. R. B. McElderry to act as Assistant Colonial Secretary and Clerk of Council.

Mr. Charles Montague Ede to be an Unofficial member of the Legislative Council during the absence from the Colony of the Hon. Mr. A. O. Lang.

Lieut.-Col. Frederick Eaves, D.S.O., to act as Land Officer during the absence on leave of Mr. Philip Jacks.

Mr. Henry Robert Butters to act as an Assistant to the Secretary for Chinese Affairs and as a Deputy Registrar of Marriages.

Mr. T. M. Hazlrigg, M.C., to act as Crown Solicitor during the absence on leave of Mr. H. K. Holmes.

MOTOR ACCIDENTS.

TWO YESTERDAY.

Two motor accidents occurred yesterday. In one of these, which occurred on Leighton Hill Road, near Bowrington Canal, a woman knocked down by a car owned by Mr. Mok Kong sang, was removed to hospital suffering from rather serious injuries.

The second accident occurred yesterday afternoon in Des Voeux Road Central near the Wing Wo wharf. A Chinese male was taken to the Government Civil Hospital after being knocked down by motor car No. 485.

MOVE TO DEPOSE SHAH.

Royalists Attack Republicans.

Teheran, March 21.
The Shah's long absences in Europe have strengthened the movement in favour of a Republic in Persia. Even the conservatives in the Majlis are inclining to this view, but there is still a considerable Royalist sentiment amongst the population. An anti-Royalist crowd, overcoming the police resistance, entered the Majlis and pulled down the flags and flagstaffs, and beat the Republican speakers. The police were reinforced, and restored order.

The leader of the progressives in the Majlis has submitted for urgency decision proposals with regard to a change of regime and revision of the constitutional laws, simple as they appeared at first sight.

This afternoon, Chefalo and Palermo will give a special matinee, at which children will be admitted at half-price, whilst to-night there is sure to be a bumper house for the final performance.

THE BOAT RACE.

Both Crews At Practice.

London, March 21.
Both Varsity crews are now practising at Putney for the boat race on April 5th. Oxford this afternoon had their first full course trial from Putney to Morlake. The conditions were fairly favourable, without wind, a fair tide and good water. The time was 19.28, a satisfactory performance.—Reuter.

BOMBAY MILLS RESUMING.

Bombay, March 21.
The situation with regard to the cotton-gill strike is improving. About thirty mills, each employing about five hundred hands, have resumed work, and more are expected to follow suit.

Reuter.

JAPANESE SUBMARINE DISASTER.

TO-DAY.

Tokyo, March 21.
The absence of response to communications for two days has led to the conclusion that the imprisoned crew on the sunken submarine, numbering forty-three, are all dead.—Reuter.

CLOSING EXCHANGE RATES.

LONDON DAILY TIMES.

Paris, March 21.

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Closing Exchange Rates.

London Daily Times.

Paris, March 21.

London Daily Times.

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TAI LEE PIRACY.**THIRD DAY OF INQUEST.**

At the Magistracy yesterday afternoon, the inquest on Captain Wilcox, who met his death on the occasion of the piracy on board the Tai Lee, was continued. Mr. R. E. Lindsell officiating as Coroner.

Lieut. K. R. Beauchamp, Assistant Harbour Master, sat on the Bench with the Coroner. As at the previous sittings of the Court, Mr. G. K. Hall, Bruton, watched the proceedings on behalf of the China Coast Officers' Guild, while Mr. C. G. Perdue, Assistant Director of Criminal Intelligence, represented the Police.

Messrs. H. R. Hancock (foreman), F. A. Perry and A. F. R. Silvestro formed the jury.

The first witness called was Man, Kan, who for ten months has been a watchman on board the Tai Lee. His station was at the grill to prevent steerage passengers from going up on to the middle deck. He stated that the grill was opened when the ship reached Wong Moon, for passing through the Customs there.

The Coroner: Where were you at 12.20?

Witness: On duty at the grill.

The Coroner: Was the grill open or locked?

Witness: It was open.

The Coroner: Who had the key of the grill?

Witness: The boatswain.

The Coroner: Was the boatswain about?

Witness: He was at work in the bows.

The Coroner: How do you know he was there?

Witness: It is customary for sailors to be there when weighing anchor.

The Coroner: What happened next?

Witness: It is usual for me to wait until all the sailors have gone down before locking the grill. Soon after the ship left, I heard firing in the bows on the top deck. I attempted to go out and investigate, but before I could reach the door four pirates came up and prevented me from going out by pushing me into the Compradore's office. They shut the door and told me not to come out. An hour later the Compradore was brought in. The Compradore opened the safe under the pirates' orders. There was another safe of which the Compradore had not the key, so the pirates took him away to get it.

The Compradore's Escape.

The Coroner: Were you guarded or alone?

Witness: One man stood outside on guard all the time.

The Coroner: Was there anyone with you?

Witness: Yes. Another fok, Lee Shun, a watchman, and two servants of the Compradore.

The Coroner: How many pirates did you see?

Witness: Eleven or twelve.

The Coroner: Were they armed?

Witness: All except two or three.

In answer to further questions, witness described how the Compradore came back and unlocked the second safe, the money contents of which were taken outside in a safe basket. He was kept a prisoner in the office until about 1.30 a.m. during which time, by looking through a small glass panel in the door, he saw some seven or eight seamen bringing money along to the door of the office, in grass bags and baskets. He knew it was money by the click as the bags were placed

on the deck. The seamen were accompanied on each occasion by strangers, and were themselves armed. He heard the pirates call out, "Be off," about 4.30 a.m., and heard them lowering the ship's boats.

The Coroner: Did you at any time previous to 4.30 a.m. see the boatswain?

Witness: Yes, at 3.45 a.m., outside the Compradore's office.

The Coroner: What was he doing?

Witness: Looking for the Compradore.

The Coroner: Did he say why?

Witness: He wanted to take him ashore.

The Coroner: Did he find him?

Witness: No, the Compradore had disappeared.

The Coroner: Could you name any of the sailor pirates?

Witness: San Nanya.

Questions were then put by Mr. Perdue as to the direction from which the pirates had come, and witness replied that two had approached from the stern 'tween decks and two more from the port side on the same deck. He knew the boatswain's name was Man Sum, and although he did not know the man who had given the pirates the order to clear off, he would recognise him again.

Indian Guard's Marksmanship.

Indian Guard 220, an ex-soldier who had served in France with a Sepoy regiment, was next called, and owing to his being still under hospital treatment by reason of wounds sustained in the piracy, was accommodated with a chair. This witness was extremely loquacious, and took a considerable time to give the exact information that was asked for, preferring to elaborate the details of his share in the night's proceedings. It was established that his post was at No. 2 grill, which was situated on the starboard side of the ship towards the bows.

At midnight on January 20th, he took over his watch. The grill was locked and he had the key in his pocket. Rahmed Khan was on duty on the outside of the grill. At 12.30 a.m., just after the ship had left Wong Moon, the boatswain and two other men came along and called to witness to open the grill. Rahmed Khan had admitted them from the lower deck. He opened the grill to allow the boatswain and one sailor through but would not allow the third man, an unknown Chinese, to pass.

The Coroner: What happened?

Witness: When I stopped the third man, he spoke to the others in Chinese, which I do not understand, and the sailor who was with the boatswain, speaking in Hindustani, told me that the man was under the Compradore's orders. There was another safe of which the Compradore had not the key, so the pirates took him away to get it.

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of a large box, he returned the fire with his revolver, which was fully loaded, although he could see nobody. Then he saw the carpenter lifting the grill, and was about to fire at him when a man appeared from the direction of the bridge. He fired at the newcomer and scored a hit, the man calling out as he fell, whereat another man ran up from the same direction, and met the same fate from witness's revolver. He fired two more shots in the general direction of the bridge, and proceeded to reload his revolver, which was now empty. While reloading he heard steps and the sound of somebody attempting to force the grill. Not waiting to complete the loading, he fired, and standing up to sight his object, was hit in the calf by a bullet, but not before he had settled with the tamperer, who sank down by the grill obviously wounded rather badly.

The Coroner: What happened?

Witness: When I stopped the third man, he spoke to the others in Chinese, which I do not understand, and the sailor who was with the boatswain, speaking in Hindustani, told me that the man was under the Compradore's orders.

The Coroner: Is it usual for the boatswain and sailors to go on the bridge deck at night?

Witness: Yes, it is usual, especially for the boatswain, about whom there are special orders.

The Coroner: What happened?

Witness: When I sat down, laid my revolver aside, and took up my rifle, firing in the direction of any sound that I heard. I sat against the bow and used all ten of the rounds in the magazine. Then I took ten more rounds from my bandolier to reload, when four or five men rushed from the first class passengers' room and seized my rifle. They also took my bandolier and the revolver. They picked me up and lifted me to the ship's side to throw me overboard, but then dropped me on the deck. Afterwards they dragged me to the grill. This he did, and as the gate was being locked again a shot was fired from below, and Rahmed Khan fell to the deck. Witness did not know who fired the shot: neither did he see Rahmed Khan move again. Two shots were then fired at witness from the direction of the bridge, neither of which took effect, and sheltering by the side

lower grill, and he was not armed. Mr. Bruton asked that the Compradore might be recalled and questioned re the first-class passengers, as the guard had said that six persons had attacked him, although it was possible that the grill on the opposite side of the deck was open by that time, thus augmenting those who had boarded the starboard grill. One had also to consider that the guard on the other side was in all probability less of a fire-eater than this witness.

Indian Guard 31 was then called. Fully armed and with a full complement of ammunition, he had relieved another man at midnight inside the port grill on the main deck. He opened the grill once for the Captain to pass through and again three or four minutes later, when he returned. It was relocked on each occasion. He saw Captain Wilcox walking towards the bridge. When the Captain got abreast of his own cabin, a shot was fired, and he fell to the deck. When witness saw what had happened, he fired three shots from his revolver towards the bridge at a vague figure he saw there. The only light to see anything by, was that which came through the cabin window. A shot, fired through the grill from ast., then hit witness in the right thigh. He sat down on the deck, and fired three more shots at the bridge. Having emptied his revolver he took up his rifle and fired another shot at the bridge. The fire was returned and the first shot got witness in the left arm causing him to drop his rifle. The assistant boatswain and another sailor then came up and removed his bandolier, arms and keys. They were both armed with revolvers.

The Coroner: You saw Rahmed Khan lying dead?

Witness: Yes, and a Chinese, also dead, close beside him.

The Coroner: How long were you kept in the bathroom?

Witness: About daybreak we knocked at the door from inside and were released by the carpenter, whose cabin was next door.

The Coroner: When you went to your quarters, did you miss anything?

Witness: All our property had been tampered with: my own box had \$10 taken from it.

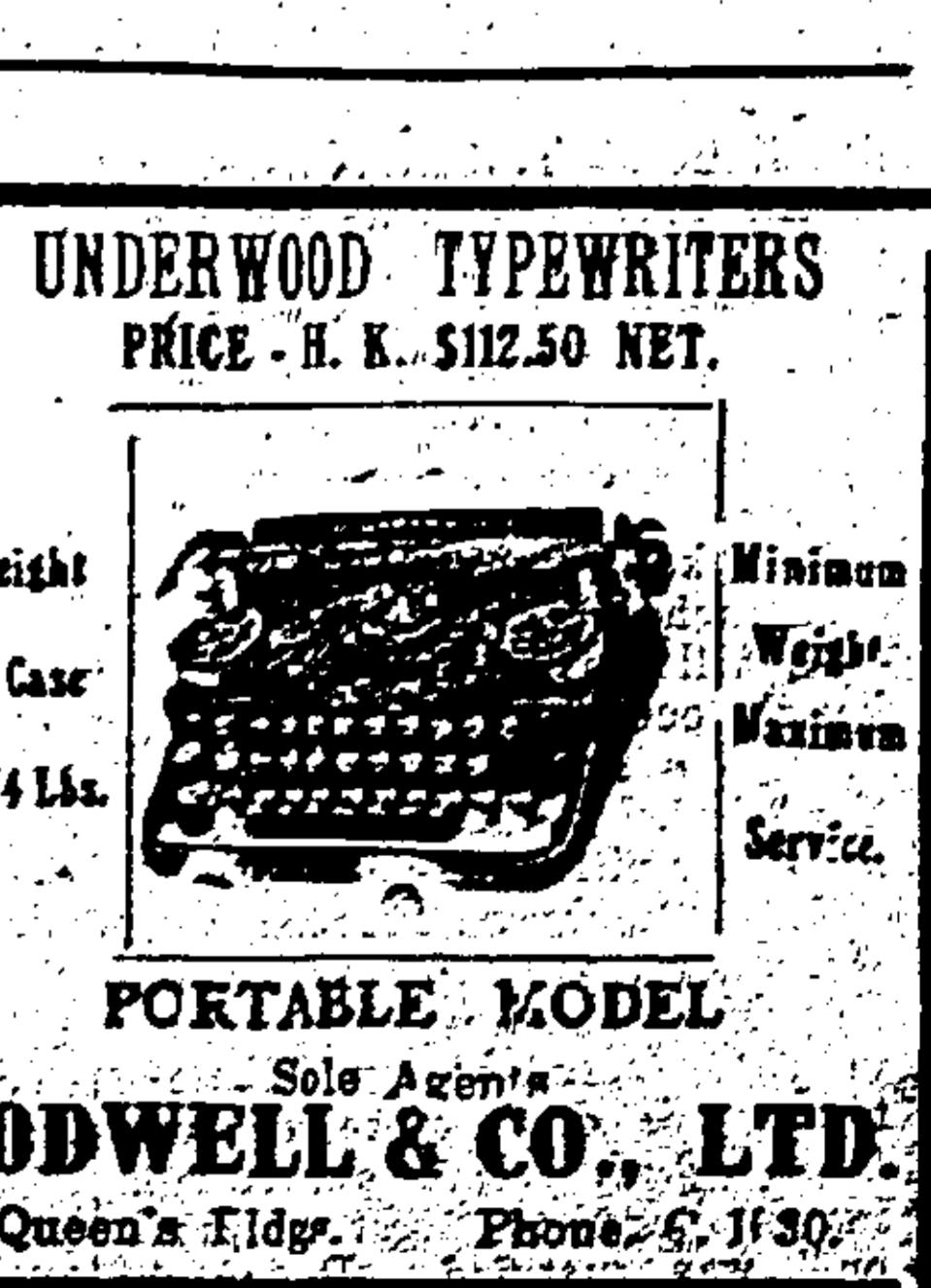
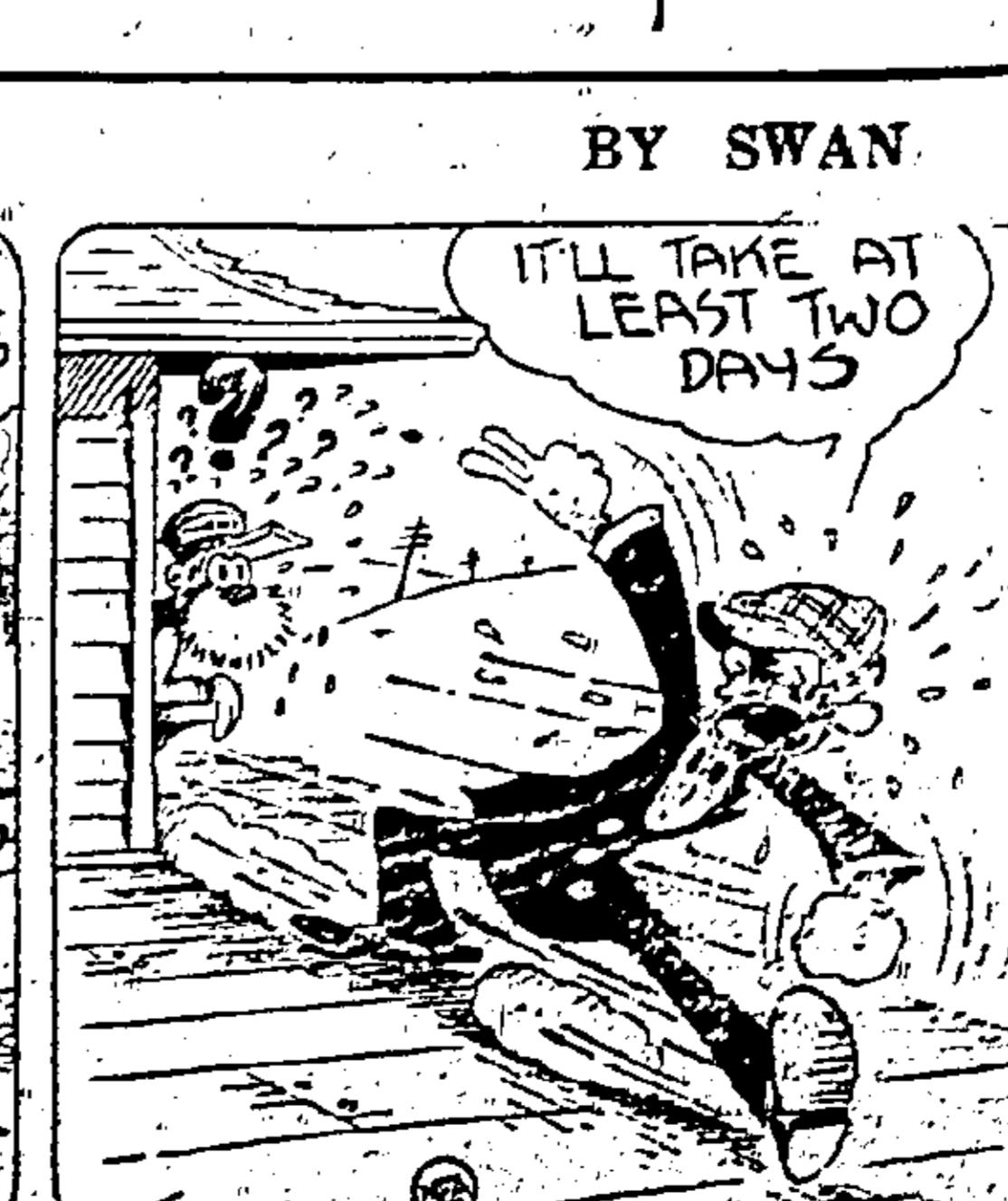
Mr. Hancock asked witness if he heard Captain Wilcox make any sound or statement when shot. Witness replied that he heard only a short sharp exclamation, nothing more.

Questions by Mr. Bruton elicited the information that witness judged the shots to have come from the bridge, by the sound. He had seen no flashes of any sort. Neither had he seen anybody come out of the deck from the passenger cabin.

The Coroner then asked the jury whether they would care to continue or adjourn, and a majority being in favour of adjournment, it was decided to continue the enquiry on Tuesday afternoon at 2.15 p.m. at the Magistracy, when evidence of the head guard, the pilots and quartermasters will be taken.

Pirates in Possession

They opened the grill with the stolen keys and were joined by two or three more men, who commenced

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EARLIER TELEGRAMS.

CHINA AND RUSSIA.

London, March 21. Commenting on the strained Sino-Russian relations the Daily Telegraph's diplomatic correspondent says that if Moscow should attempt to carry out its threat to invade Manchuria or other Chinese provinces on a substantial scale, a serious international situation might be created, having regard to the principle of Chinese territorial integrity laid down by the Powers and endorsed at the Washington Conference. The Daily Mail in an editorial charges the Bolshevik envoy, Karakhan, with systematically plotting against the peace of China and attempting to stir up trouble of every kind. It declares that Bolshevik control of the all important Chinese Eastern Railway as demanded by the Soviet Government would mean the destruction of business and efficiency with the result that the Japanese lines to Port Arthur and Korea would lose their Manchurian traffic and cease to pay. Japan therefore is certain to give quiet support to China in case of a threat of war. It does not seem probable that China is in any serious danger.—Reuter.

London, March 21.

The Daily News diplomatic correspondent opines that it is unlikely that the Russians will resort to military measures in Manchuria, but that if they do the western Powers will undoubtedly take action.—Reuter.

AMERICAN RAILWAY RATES.

Washington, March 21.

It is understood that the protest of the Japanese Government against the decision to allow preferential railway rates on American goods shipped in American vessels will be followed by a similar action by the Dutch Government. Other countries are expected to later make representations to the State Department, which has hitherto only intimated that complaints will receive careful consideration. The case of Japan may be complicated in view of the fact that certain Japanese steamship companies have contracts with certain railways, which they contend entitle them to the same benefits as would accrue to American vessels under section 28 of the Merchant Marine Act.—Reuter's American Service.

BIG PRESS MERGER.

London, March 21.

It is officially announced that the directors of Hulton and Co. have accepted the offer of Sir William Berry, and J. Gomer Berry for the sale to them of the Manchester branch of the company's business, including the Daily Dispatch, Evening Chronicle, Sporting Chronicle, Sunday Chronicle, Empire News, Athletic News, and a number of other periodicals.

The new company has been formed to take over the above-mentioned properties, also to acquire the Sunday Times.

It is understood that on the completion of the purchase of the above properties, the debentures will be valued at approximately four millions, but those issued by the Daily Mail, trust, last October will be redeemed.—Reuter.

ROYAL DUTCH COMPANY.

Amsterdam, March 21.

The Royal Dutch Company has decided to issue in June ordinary shares at par to existing share holders, in the proportion of one new share for four old ones, thus increasing the ordinary capital by eighty million florins and giving shareholders a substantial bonus.—Reuter.

ESPIONAGE IN GERMANY.

Leipzig, March 21.

Capt. Darmont, alleged French spy chief, was sentenced to twelve years penal servitude, and a fine of five thousand gold marks. Blenz confessed that he supplied Darmont with sixty-two reports on the German Reichswehr, for which he obtained in 1922, sums aggregating one million marks.—Reuter.

SIR FRANK HOLLINS' ESTATE.

London, March 21.

Sir Frank Hollins who died recently, left an estate valued at £315,357.—Reuter.

THE CHURCH IN CHINA.

dioceses of the Chung Hua Sheng Kung Hui.

Dr. Hawkes Pott of St. John's University, Shanghai, was again unanimously re-elected as Chairman with Mr. Francis Wei of Hankow as Vice-Chairman. The Rev. S. H. Littell was re-elected as Secretary.

The number of representatives attending at Canton falls short of the full number, owing to the great distances some of those elected have to travel and the difficulty of leaving their work, and also because of the unsettled state of China, which has made it impossible for any representation to come from Szechuan. The other ten dioceses are all represented.

In the Lower House there are visitors from Japan, Singapore, Labuan and Sarawak, and Manila, who come to represent the overseas Chinese. The business of the first day consisted in the election of officers, the appointment of certain committees and the adoption of reports of committees, which have been at work since the last General Synod in 1921.

On Monday morning the first session opened. The Synod sits in two Houses. The Upper House consists of the Bishops of the Chung Hua Sheng Kung Hui, Bishop Graves being Chairman and Bishop Norris Secretary. There were present nine out of the eleven diocesan bishops, with Bishop Sing, Assistant Bishop of Chekiang, who is the first Chinese Bishop of the Chung Hua Sheng Kung Hui, and Bishop Banister, until recently Bishop of Kwangsi-Hunan. In addition to the bishops of the Chinese Church, the Upper House also had as visitors the Bishops of Singapore, Labuan and Sarawak, and Manila, all three dioceses having evangelistic work among Chinese resident there.

The Lower House consists of four clerical and four lay representatives from each of the eleven

No Corn Too Tough for "Gets-It"

It's just wonderful how "Gets-It" cooks corn. Put a few drops of "Gets-It" on

the corn and you just lift the corn off with the fingers root and all delicious. Money back guarantee. Order from your grocer or chemist.

Price 10c. Postage 2c. Send for sample.

INVALID BOVO-LACTIN (in powder form).

May be taken as powder or it may be mixed

with equal quantity of Brandy, sherry or Port

It may be given in Milk.

BOVO-LACTIN ESSENCE

For convalescents, growing children, athletes in training etc.

BOVO-LACTIN CHOCOLATE

A perfect food beverage of high biological value.

Supplied by —

Messrs. A. S. Watson & Co. Ltd., Queen's Dispensary,

Colonial Dispensary, The Pharmacy, The China

Dispensary, The Kowloon Dispensary.



BOVO-LACTIN

The Key of Life

A PERFECT INVALID FOOD

These preparations are now being largely prescribed. They contain all the essentials of a diet ideal in acute conditions generally and in post-operative states.

BECAUSE:

They are easily digested and assimilated even in the most asthenic states.

They possess a high protein and vitamin content.

They are most agreeable to the palate.

They evolve an easily assimilable food for those conditions in which it is necessary to ensure nourishment without bulky residuum.

INVALID BOVO-LACTIN (in powder form).

May be taken as powder or it may be mixed

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It may be given in Milk.

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NEW DANCE RECORDS

45	SHANGHAI LULLABY	FOX-TROT
BAHAMA		"
48	STEPPIN' OUT	"
UNFORTUNATE BLUES		"
38	RAGGEDY ANN	"
IN LOVE WITH YOU		"
40	BETTER KEEP BABYING BABY	"
A/CROSS-EYED PAPA		"
46	BEAUTIFUL HEAVEN	WALTZ
	THE OPPOSITE SWORD	"

AT

ANDERSON'S

Have you been affected by any distressing symptoms of eyestrain? Have you been tormented with all sorts of remedies and have been given over to painful anxiety?

That's the defect of refraction. Come and consult with our optometrist.

NATIONAL OPTICAL CO., LTD.

GRADUATE OPTICIANS.

6, Queen's Road, Central.

HONGKONG HARDWARE CO.

" TAI LEE CHAN."

ESTD. 1881

METAL GOODS and HARDWARE

Tel. No. C.1997. 119 Jervois Street



WAHL PEN

Comes in a

Ever-Sharp

For Sale at Leading Shops Everywhere

Wholesale Distributors:

Standard Products Co.

14 Canton Road, Shanghai, China.

NEW ADVERTISEMENTS.

PREPAID ADVERTISEMENTS

25 WORDS—

{ \$1.00 for 3 insertions
{ \$1.50 if not prepaid

State if Box No: is required

WANTED.

WANTED a godown in any locality. Apply with terms to Post Office Box No. 355.

WANTED.—By April, 1st, One Large Room with Bath unfurnished Preferred must be Hongkong side. Apply P. O. Box 660.

GENTLEMAN.—Well educated of good appearance, offers services in any capacity in return for whole or part passage to Europe. Apply Box 1090 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—A few office rooms. Apply Secretary of Prince's Building & Land Co. Ltd.

TO LET.—Large Ground Floor Office, Central Location. Particularly suitable for Banking business. Apply Box 1091 c/o "Hongkong Telegraph."

TO LET FOR 6 MONTHS.— Peak residence—253 "The Falls" unfurnished, with garden and swimming tank. Possession 1st April, 1924. Apply SANG KEE, New Bank Building.

TO LET:—5 roomed house No. 5, Peace Avenue, Henmutin. Apply within or Box 1087 c/o "Hongkong Telegraph."

HOUSES.—Sale & rent. 19 Roomed, new reinforced concrete floor; 8 roomed also, both Caine Road direction. Two houses also in Shengshui, one Henmutin, one Peak. Tel. C. 4306, Hongkong Small Investors' Share & Real Estate Co.

TO LET.—7 houses in Gordon Road, Causeway Bay, near waterfront, good locality, suitable for godowns and factories, nicely built with reinforced concrete, upper flats suitable for dwelling purposes with water-meters. Apply No. 2 Gordon Road, Causeway Bay or Tel. C. 2721. Cheong Hing Contractor Company.

BUNGALOW, Furnished, at Pokfulam, and MASHED at Repulse Bay, to let for 6 months from April. Situated 4 miles from town on a beautiful site overlooking the ocean. 5 Rooms, 2 Bathrooms, Hot Water System, Electric Light, Flush Lavatories, Garage for 2 Cars, Tennis Court and commodious servants' quarters. Rent \$350 per month. Apply G. H. Wilson, care of Robertson, Wilson & Co., Ltd. Tel. 1746.

FOR SALE.—"Bangour", 192 Mount Kellet. Four-roomed Bungalow with Hall. Recently reconditioned and entirely modernised. Site area 37500 sq. ft. Possession 1st April 1924. For permits to inspect apply in writing to A. R. Lowe, Special Manager, Reiss Brothers Ltd. (In liquidation).

Other notices appear on Page 3 5 & 14

SEND THIS VOUCHER TODAY—

It entitles you to full particulars of how you can make your future SAFE—whatever your present income.

The manager, Sun Life Assurance Co. of Canada, Confidential 15, Queen's Road, Central Hongkong.

Please send full details of your Investment, Insurance Plan as it applies to me personally.

Name.....

Address.....

Exact Age..... Years..... Months.....

How much I could put by each month.....

SUN. MON.
TUES. & WED.THE STAR
KOWLOON.4 NIGHTS ONLY
STARTING SUN. MAR. 23

Positively the last appearance in the Colony of the Greatest Musical Organization ever seen on tour.

KAAI'S
ROYAL HAWAIIAN
TROUBADOURS

The same big company that has broken the attendance records in the biggest theatres of the world.

THERE IS A REASON

Ask any of the thousand and one enthusiasts that witnessed this remarkable musical treat at the Theatre Royal last week.

REAL HAWAIIAN ARTISTS

in
SONGS—MELODY—DANCES.

Introducing their famous

MARIMBA BAND

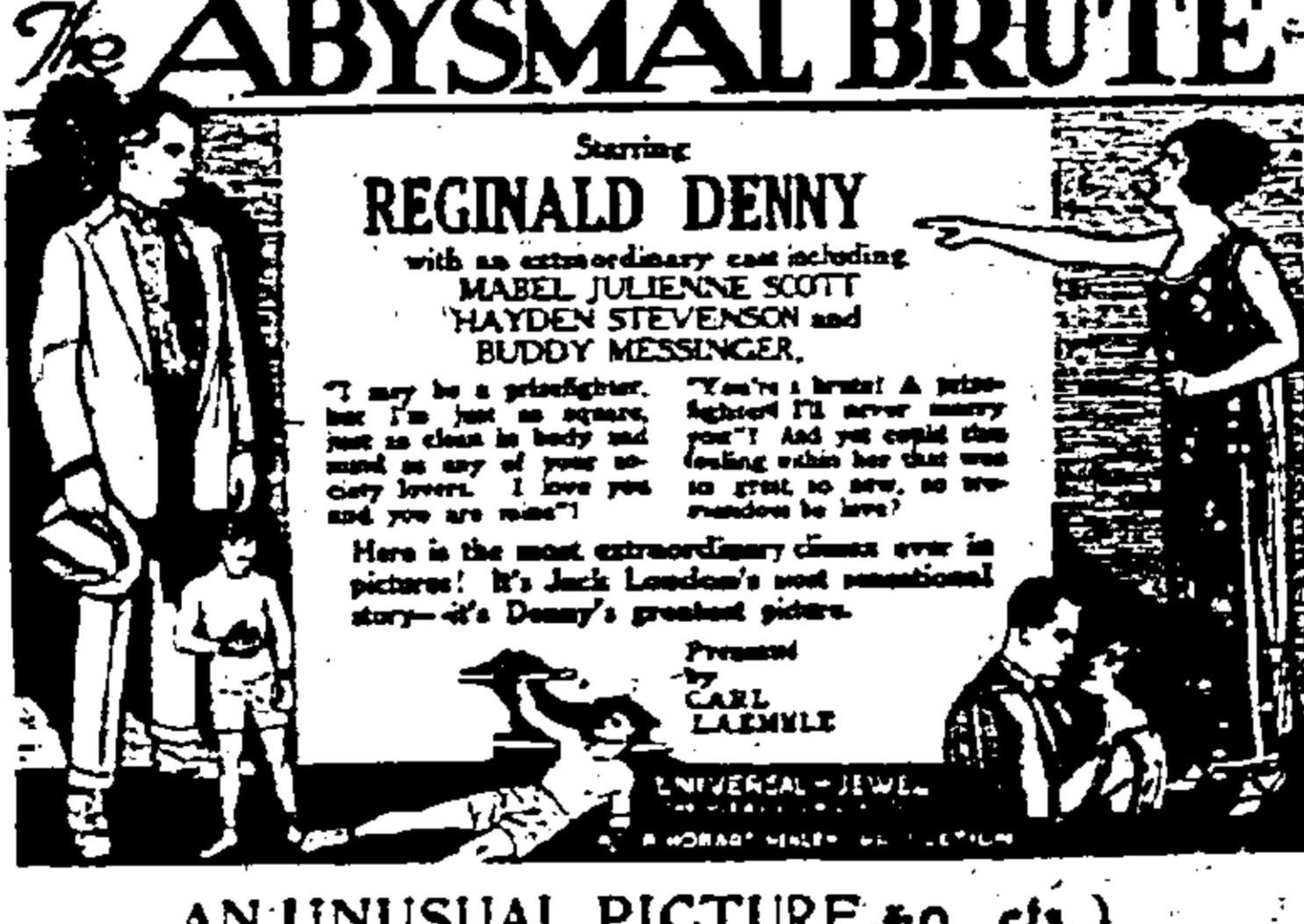
and the sensational Hawaiian

JAZZ FOUR.

Popular Prices: \$3, \$2 & \$1

Booking at Moutrie's and The Star.

NOTE.—This is the Original Kaa'i's Royal Hawaiian Troubadours, consisting of ten REAL HAWAIIAN Artists of High Musical Standing, and no connection whatsoever with any other troupe.

SUNDAY
at
6 p.m.THE
STARMONDAY
at
5.30MATINEES ONLY
STARTING
SUNDAY, MARCH 20th.JACK LONDON'S Sensational Story
The ABYSMAL BRUTE

FINAL SHOWING TODAY

PRISCILLA DEAN

A MAGNIFICENT PICTURIZATION OF WM. A. BRADY'S FAMOUS STAGE SUCCESS BY JOHN COLTON & DAISY H. ANDREWS,

"DRIFTING"

DASHING, DARING, DAZZLING PRISCILLA DEAN in the most romantic, fascinating and thrilling role of her career. A picture which, because of its strange locale, fast-moving and unusual plot, intriguing situations and kaleidoscopic action, will hold you tense with its drama. A picture you will thoroughly enjoy. A picture you will never forget!

THE BIGGEST "THRILLER" OF THE YEAR

ALSO
FUNERAL PROCESSION of the late
Bishop Dr. D. POZZONIAT THE WORLD THEATRE
Des Voeux Rd.

AMUSEMENTS

HONGKONG PHILHARMONIC SOCIETY

GRAND CONCERT.

under the
patronage of H.E. The Governor
by the

Society's Chorus and Orchestra

THEATRE ROYAL.

SATURDAY, 23rd March, 1924

at 9.15 p.m.

Booking opens on 17th March

at Anderson Music Co.

Prices: \$3, \$2 & \$1.

BILLIARDS.

HO KOM TONG CUPS.

PALACE HOTEL.

Entries for the Annual Billiard Handicap, Ho Kom Tong Cups

valued at \$300, will close on

25th March, 1924.

1st Prize Cup Valued \$175.00

2nd. 1s. do. do. 75.00

3rd. 1s. do. do. 50.00

Entrance Fees \$3.00 to go to

Local Charities.

Intending Competitors will kindly send in their names with

Entrance Fees to Proprietor

PALACE HOTEL.

ST. JOSEPH'S COLLEGE SPORTS.

The Members of the

St. Joseph's College Association

will be

AT HOME

to parents of scholars and friends

of the College at the

RACE COURSE.

on the occasion of the Ninth

Annual Athletic Sports on

SATURDAY, 22nd. March, 1924.

TEA—4.50 p.m.

Lammert Bros.

PUBLIC AUCTION.

The Undersigned have received

instructions to sell by Public Auction

Monday, the 24th Mar., 1924.

commencing at 11.30 a.m.

at their Sales Room, Duddell Street

6 Bales Vegetable Fibre

10 " Corkwood

3 Cases Woolen Gabardine

3 " Woolen Serge

50 Bags Pass

28 Cases Ultramarine Blue

1 Cases Leather

2 Bales Corkwood-discs

30 Bales Paper

1 Case Putty, etc., etc., etc.

Terms—Cash on Delivery

LAMMERT BROS.

Auctioneers.

THE Undersigned have received

instructions to sell by Public Auction on

Wed., the 26th. March 1924.

at 12 o'clock noon

at their Sales Room, Duddell Street.

One Graves Eitchell 30 cu

ft (lined for 2 tons) Electric Furnace

including one 250 K.V.V., and two 200

K.V.A., one 150 K.V.A., and one

180 K.V.A. Single phase trans-

formers, complete with all cables

copper bars, cast iron clamps, 2

way grooved bronze bars and

bronze bolts, and spares &c., &c.

44 Tons ACHESON'S 6"

ELECTRODES.

4 Tons CROMITE

(Intending purchasers may view

the above at the Old Steel Foundry

Building, Shaukiwan Road, on

any day between the hours of

2.30 and 5 p.m. Inspection orders

may be had from Undersigned)

Terms—Cash on Delivery

LAMMERT BROS.

Auctioneers.

DO NOT MISS—

ROCHA'S

POPULAR AUCTION SALES

Every Tuesday Thursday

& Saturday

At 2.30 p.m.

Specialist in the Valuation of

Household and Office Furniture

DA ROCHA'S MART

14 D'Aguilar St. Phone 2631

HUGHES & HOUGH

LIMITED

IMPORTERS, EXPORTERS AND

GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received

instructions to sell by Public Auction

(for Account of R. D. Murray, Esq.)

on MONDAY,

the 24th March, 1924, at 2.30 p.m.

at No. 3, Gascoigne Road,

Kowloon.

A quantity of Valuable House-

hold Furniture

comprising—

Teak bainstand with bevelled

mirror, teak dining table and

chairs, teak side board, dinner

waggon, glass cabinet, book

casco, card table, lace curtains,

rugs, etc., etc.

Double and single teak bed-

steads, double and single ward-

robes with mirror doors, dressing

table, washing stand with marble

top, chest of drawers, clothes

hangers, couch and easy chairs,

reading chairs, etc., etc.

also

One Croquet Set

Catalogues will be issued

On View on the day of the sale

Terms—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

BURNETT'S

FINEST LONDON

DRY GIN

Unique in Character & Flavour
GIVES THAT DISTINCTIVE EXCELLENCE
TO A COCKTAIL.BURNETT'S Gin was a house word in London before
most of the men who fought in the big war were born—

AND STILL IS

Sole Importers

A. S. WATSON & CO., LTD.

Wine and Spirits Merchants.

ESTABLISHED 51 YEARS.

THROUGHOUT THE
DAMP SUMMER MONTHS
THE MOUTRIE PIANO

GIVES

No TROUBLE

IT IS MADE TO STAND THE
CLIMATE AND IT DOESASK US FOR PRICES AND OUR
TERMS FOR HIRE PURCHASE.

S. Moutrie & Co., Ltd.

Chater Road.

Lane
Crawford Ltd
for latest
fashions

NEW YORK'S

NEWEST

STYLES

IN

WHITE
SHOES.

FITTINGS

A. B. & C.

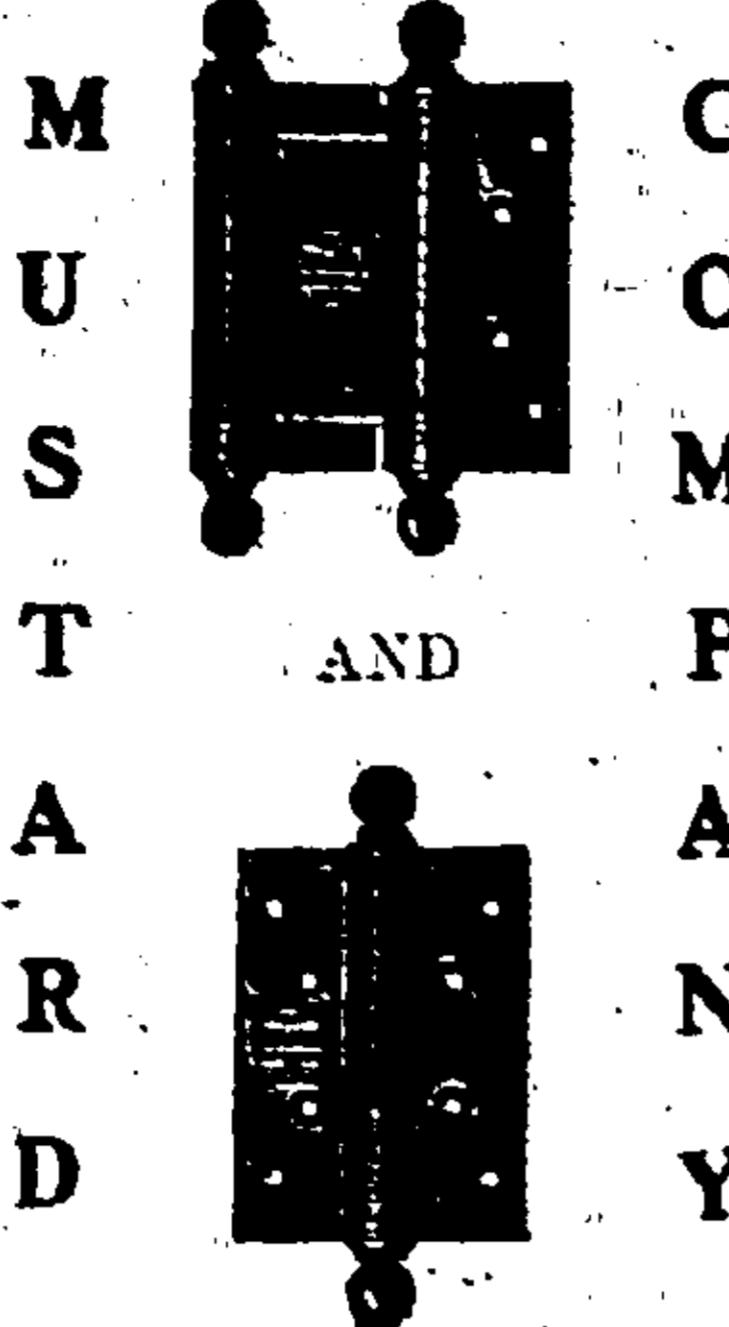
IN

CANVAS,
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Hongkong Hotel Buildings
PEDDER STREET.

CHICAGO

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DISTRIBUTORS.

17, Connaught Road, Central,
Tel.-Central 1186.

OBITUARY.

Mr. and Mrs. P. Durnerin inform their friends of their sad bereavement: they have suffered in the person of their father-in-law and father Major J. B. Arsac, Officer of the Legion of Honour, deceased at Clermont Ferrand, (France) on the 15th. March.

The Telegraph.

HONGKONG, 22nd March, 1924.

WAR CLOUDS.

Suddenly, in a comparatively blue sky, comes a black cloud, and a threat of war darkens the outlook in the Far East. So little import has been attached to Soviet Russia's threats—seemingly of no more concern than previous menaces which have ended in smoke—that this news of serious preparation for hostilities against China has been something of a jolt for the outside world. The dispute between the Russians and Chinese has been a protracted one, and has as its focus the desire of the Muscovite to re-enter the portals of control from which he was ousted a couple of decades ago. The main bone of contention has been the administration of the Chinese Eastern Railway, and no doubt the recent complaints by the Soviet against bandit raids in Manchuria, alleged to have had Chinese support, have been part of the campaign of fault-finding. Now matters seem coming to a head, one is not concerned so much with the why and wherefore of the dispute as with its probable consequences. Soviet Russia apparently intends to kill two birds with one stone when claiming extended powers in Manchuria. Control of the aerial railway is but one way of hitting at Japan, and a hard blow at that. It appears as if the Russians now in power at Moscow are bent on putting their strength to the test; who knows, possibly with the hope of reversing the position brought about by the Russo-Japanese war. If such be the case, it is a gambler's chance in view, and probably will prove nothing short of a suicidal policy. *En passant*, it seems that the aggression is aimed at Peking, whilst negotiations for an understanding with Canton are yet in progress.

One thing that obtrudes itself before students of the situation up North is the change of tone adopted by the Soviet ever since British and Italian recognition of its government. That was a

triumph for Bolshevism in its way, and we fancy the wine of success has gone to the heads of the Russian dictators. Recent high-handed action against the Japanese at Vladivostock may be but a symptom of the new disease of aggression which has evidently affected Moscow. The really grave feature about this threat of war is the impossibility of the Powers standing aloof. They cannot allow such questions as the sovereignty of Mongolia and of Manchuria to be left to the result of a Russo-Chinese war. Japan can least afford to keep out of the dispute, and her intervention alone will serve to make matters very serious. As it is, the other interested Powers are bound to intervene in defence of Chinese integrity and treaty rights. One can only trust that Red Russia will not try to push matters too far. We continue to hope that the dispute can be settled without any resort to the clash of arms. Otherwise there is no telling what dire results might follow in the wake of the present flicker of flame. It is the duty of the international brigade to prevent its development into a huge conflagration, and they need to act promptly.

Hongkong Leads.

In a special article in to-day's issue figures are given to prove that Hongkong as a shipping port is still very much ahead of Shanghai, especially in relation to ocean-going tonnage.

It would indeed be interesting to know Hongkong's present position among the great ports of the world. Nearly 26 million tons of ocean-going shipping arrived and left this port last year—this figure being a considerable increase on the year 1922, when we occupied third place. It would not be surprising to learn in a few years' time that Hongkong had risen to second place, for, judging by the constantly increasing number of ships coming here, Hongkong is rapidly gaining on the leaders. During the first two months of 1924, new records have been created, so we are informed, and there is every promise that that increase will continue to mark the year throughout. In this connection it is to be hoped that the Government will not too long delay its promised harbour development scheme. The last information the public had was that the Government was awaiting the return of Mr. J. Duncan, the harbour expert of the Public Works Department before committing itself to any definite scheme, and seeing that Mr. Duncan has been back in the Colony some little time, one is justified, in expecting a fairly early pronouncement. If Hongkong is to justify its high rank among the world's shipping ports, it must pay very early heed to its harbour requirements. We want more wharves, piers, buoys and such like necessities, we want better cargo handling facilities and generally a more attractive scheme of things altogether. We ought to be very proud of our rank and very jealous of our reputation.

Constitutional Reform.

There is some measure of interest for Hongkong in the announcement of the new regime in Northern Rhodesia as a consequence of this territory passing from the control of the Chartered Company to that of the Crown. The telegram on the subject yesterday showed that the Constitution is practically on all fours with that of this Colony. There are to be Official and Unofficial members of the Legislative Council, but the latter will for the present not be elected, because it is thought advisable to consult local opinion before any decision is taken regarding the electoral arrangements. Whilst it is impossible to make any real parallel between Rhodesia and Hongkong, the conditions being so dissimilar, we shall watch with much interest the future decisions regarding this territory. As we read the message, there is implied an eventual intention to grant the elective principle to Rhodesians, and as Hongkong is pleading for the same system, there should at least be some hopes of some of the local Constitutional Reformers' demands being met. The Labour Govern-

ment, however, is proceeding warily in the case of Rhodesia, but there is some comfort to be found in the fact that local opinion is to be sounded. It is surely about time that Hongkong heard what the Labourites think of its request for an amendment of the Constitution. We may not get an Unofficial majority, but we can make out an excellent case for the election of our Unofficial members.

DAY BY DAY.

I CONFESS TO A DEEPENING AND INCREASING DOUBT WHETHER THE PRESENT EUROPEAN SYSTEM CAN RIGHT ITSELF.—H. G. Wells.

It is notified that the name of the Oi Kwan Knitting and Weaving Company, Limited, has been struck off the Register.

Owing to a small breakdown in the winding gear, the Peak Tramway service had to be suspended for an hour this morning, pending repairs.

The foundation stone of the new Hongkong and Shanghai Bank building at Tientsin was laid with appropriate festivities last week.

His Excellency the Governor has reappointed Dr. Charles Forsyth to be a Member of the Dental Board for a further period of three years.

It is reported from Canton that the authorities there have decided to levy taxes on luxuries, such as toilet goods and jewellery, varying from five to fifteen per cent on the retail prices.

His Excellency the Governor has appointed Mr. N. L. Smith to act as a Member of the Court of the University of Hongkong during the absence from the Colony of Mr. J. R. Wood.

Two Consular policemen at the Japanese Consulate-General at Shanghai have been sent to prison for two years and one year and eight months, respectively, for selling heroin worth \$13,000.

A Canton report says that in consequence of rumours that a female donkey has been despatched by the Northern Government to Canton for the purpose of inducing the Yunnanese troops to go over to the North, five female deviates have been ordered to watch to out for her at the various hotels.

It is notified in the *Gazette* that a Police Court and Magistracy for Kowloon and District is to be opened at the old Police Station Building, Yaumatei, on April 14th, which will deal with cases from the Water Police Station (other than harbour cases) and from the Yaumatei, Mong Kok, Shamshui-po, Kowloon City, Hunghom and Tsun Wan Police Station, as well as certain cases from the New Territory.

Two men who posed as constables, and a third identified to be an earth coolie, entered a matted on Mount Kellett Road in which a coolie was sleeping on the night of the 20th. They forced him to accompany them and near No. 180 The Peak, he was suddenly beaten with sticks, whilst a sum of \$3.50 taken from his pockets. A report has been made to the police and the description of the earth-coolie who participated in the robbery has been circulated.

Everybody who has seen "Potash and Perlmutter," the notable film now showing at the Coronet Theatre, agrees that it is one of the most enjoyable pictures ever shown in the Colony. It is not only a picture that you can enjoy while the two famous partners are quarrelling and laughing their way through life's adventures—it is also a picture you can think over weeks after with the greatest pleasure. That is a tribute that cannot be paid to very many pictures.

Returning to the Colony after their visits to Canton and Macao, Kao's Royal Hawaiian Troupe will begin a brief Kowloon season in the Star Theatre to-morrow. Those who saw this clever and versatile Company in the Theatre Royal will bear testimony to the merit of the show they give. Their programme is a varied one, including song, dance and melody. Especially good are the Jazz Four, while a distinct novelty for this Colony is the marimba instrument they have brought here for the first time.

ment, however, is proceeding warily in the case of Rhodesia, but there is some comfort to be found in the fact that local opinion is to be sounded. It is surely about time that Hongkong heard what the Labourites think of its request for an amendment of the Constitution. We may not get an Unofficial majority, but we can make out an excellent case for the election of our Unofficial members.

Bulls and Inners

From the Office Butt. • •

We are authorised to contradict the rumour that owing to the Peak tram barrier having solved the crushing problem so satisfactorily, it is proposed to start the new Magazine Gap tram from the same station, with a view to still further catering for the comfort of passengers.

It would then be a case of killing two birds with one grain.

The Police declined to house a batch of Bibles this week. We should have thought they would have been delighted to see the gospel truth brought home.

The Dog Show was quite a snappy affair.

Chairmen of local companies which are not increasing their capital, are probably wondering whether they ought not to Sase-e.

It all goes to prove that even a cat and dog life has its interesting moments.

One way of keeping petrol prices constant is to keep them high.

When Winston Churchill heard that he had been defeated, he "walked up and down the half DOGS, are contemplating posting up a request to passengers to chewing the cud, we desire to jump overboard not to choose the rush hour service, as it inconveniences regular travellers.

The doctors' latest is fruit before meals. Algy assures us that he has several cherries and olives every evening before dinner.

Once there, the Hon. Neddy could emulate the example of Balaam's ass and indulge in a bit of back-chat.

"Dress Well and You Will Be Successful" says an advt. Trouble of course, if it's an honourable Neddy it could put up for the Legislative Council.

Once there, the Hon. Neddy could emulate the example of Balaam's ass and indulge in a bit of back-chat.

The girl of to-day is so afraid that she will become the girl of yesterday that she becomes the girl of to-morrow.

The short mosquito is dangerous, we are told. Short, but to the point.

Some men buy loud speakers some marry loud speakers, and some loud speakers get elected to office.

Even when a man gives you his telephone number in Hongkong it's often hard to get it.

The most popular reading matter in Hongkong Gaol is the calendar.

What about a few of these "Ching Wu" boxers instead of Indian guards?

These large shipments of silver coin from Canton to Shanghai don't look good to us.

Some folk are fond of cats. We know of several in Victoria Gaol, however, who are to be partial as they might be.

The worst of these oil scandals is that it is difficult to confine them to one place.

As we write the above, we have Kowloon roads in mind.

Stands Scotia where she did? We doubt it after reading about the northern Chinese pirate chief, who, dressed up in real tartan kilts, was bought off for one dollar!

Shanghai will take its disappointment over our tonnage figures all the more philosophically when it recalls that Hongkong also leads the way in the number of pirated ships.

What between a rejuvenated Bessie's Bar and new hydrants, we should be all right this summer.

Chinese are rapidly absorbing Western ideas. The other day an orator up North was pelted with stale eggs.

There is no truth in the rumour that the pirated Kwong Shun will be on exhibition at a charge of 50 cents per head now.

American telephones are being installed in Romania. Suppose the bride's father was Judge Nott. We suppose he left the verdict to the bridegroom.

Mars will come within thirty million miles of the earth in August next. Well, it does so at its own risk.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, the 22nd. March, 1921

(Being the Official Organ of the Hongkong Automobile Association.)

LOCAL MOTOR NOTES & NEWS

Now that the Hongkong Automobile Association has secured the permission of members to increase the annual subscription of car owners, there is every prospect of the organisation taking and competitions for maintaining a fresh lease of life and interest in motoring. There are many kinds of events possible which would not be dangerous in character. A Gymkhana, too, should be held some time. In this connection we see that the Bengal Automobile Association held a very successful function of this kind recently, with the result that another is to be held in Calcutta this month.

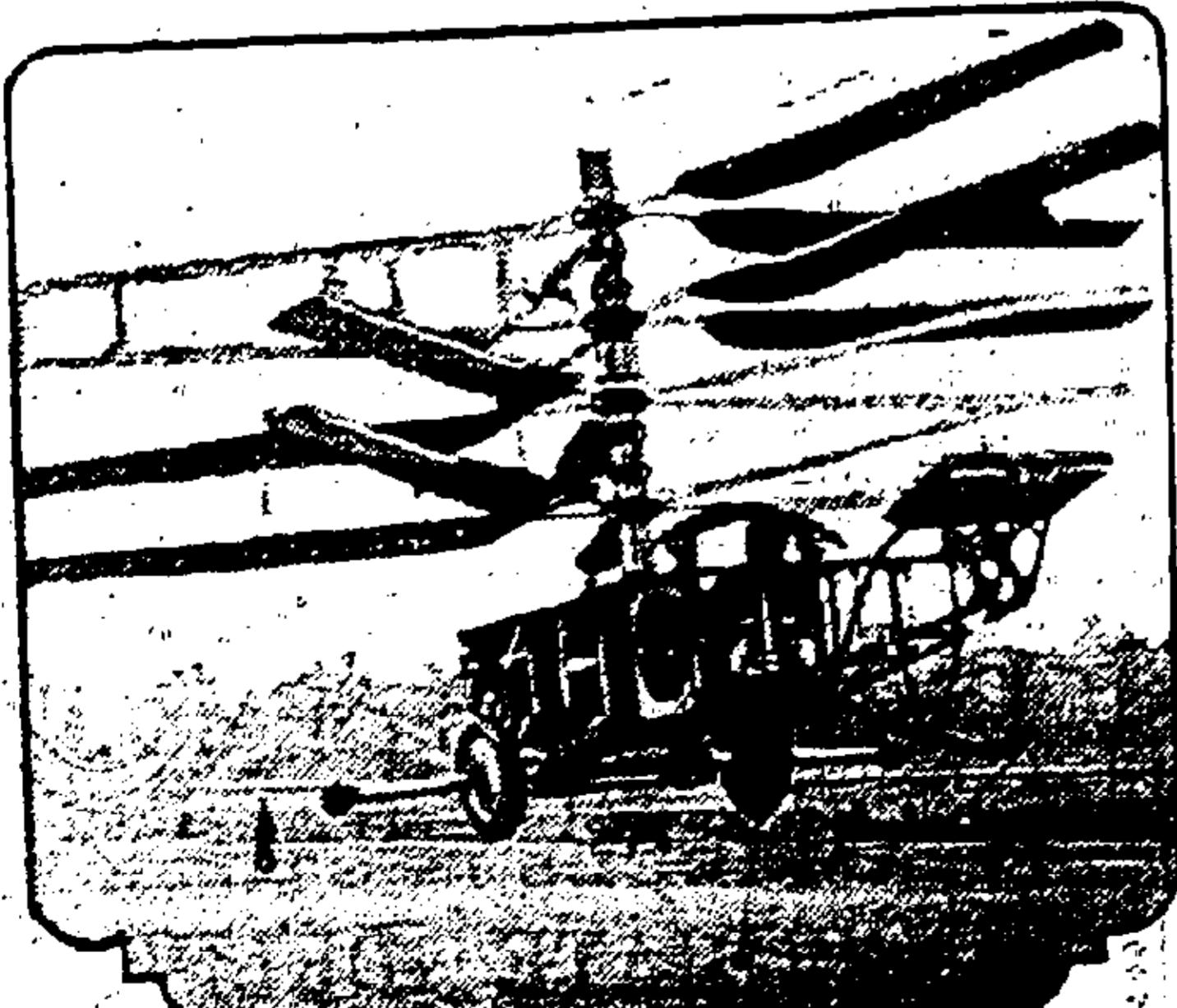
These notes would be incomplete did we not take the opportunity, provided by reference to the Association's annual meeting, of paying a tribute to Mr. P. M. Hodgson, the courteous and hard-working Hon. Secretary. Mr. Hodgson is the right man in the right place, a keen motorist, painstaking and thorough-going in all his work on behalf of the members of the Association, and a man with progressive ideas regarding the future activities of that body. He has done a tremendous amount of work during his tenure of office, and he deserves the warmest thanks of all the Colony's motorists.

We know sufficient of the intentions of the Association to believe that the new facilities which it is hoped to arrange will be of such a character as to add greatly to the comfort of motorists who belong to the organisation. The idea of a central garage, for use of Association members, where technical advice can be secured and cars accommodated, is altogether excellent. Another scheme which may be put into effect is the provision of permanent shelters for cars at Castle Peak and Stanley. There are other ideas in mind also.

Motor cyclists will be especially interested in the proposal to form a branch of the organisation to look after the members of the Royal Automobile Club. London, extends to the members of the Hongkong Association who are visiting England on the occasion of the Exhibition a cordial invitation to become Honorary Members of the Club during the period of the Exhibition, on presentation of a letter of introduction from the Hon. Secretary of the Hongkong Automobile Association.

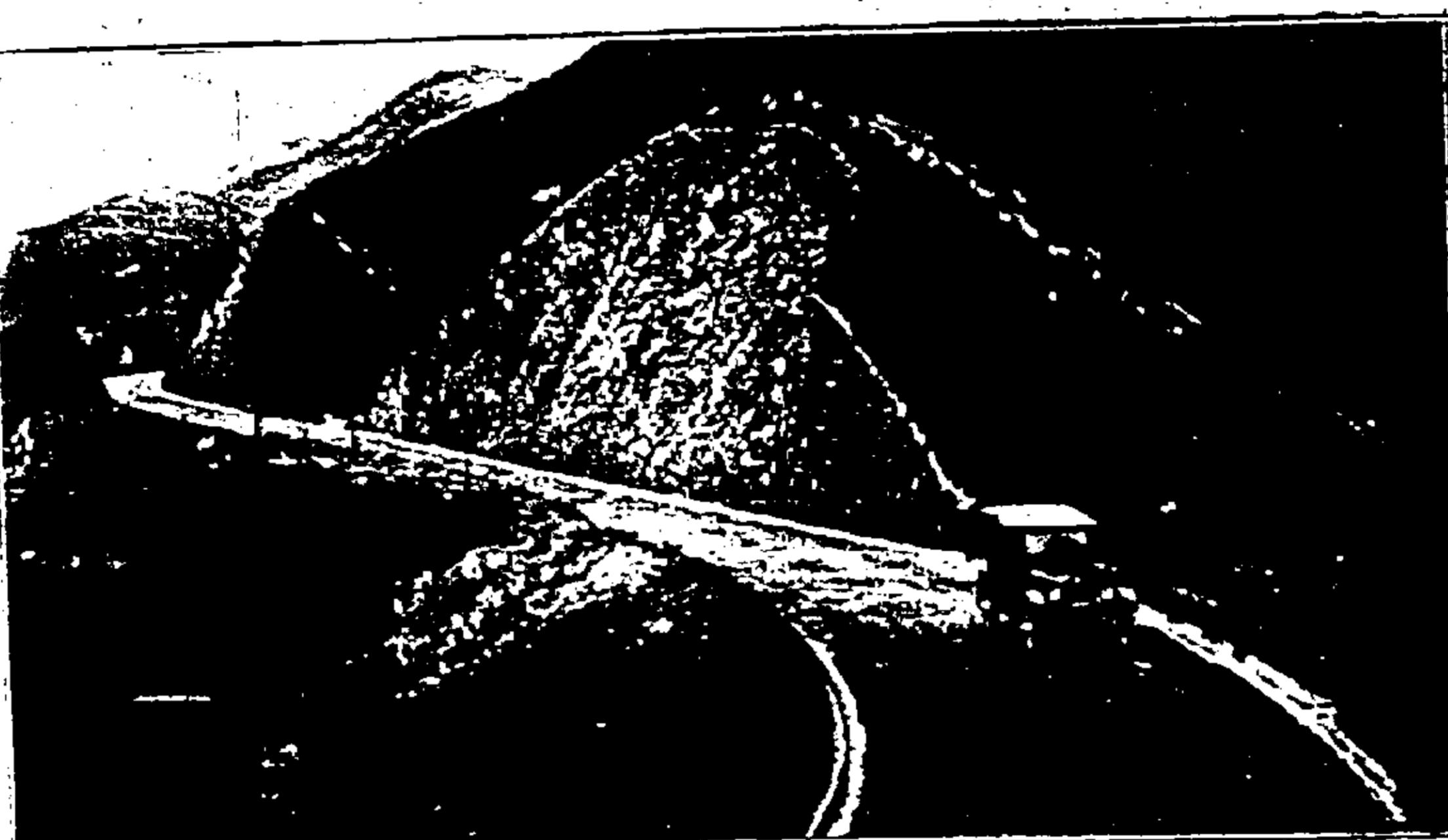
On the question of trials, we are glad to see that the Chairman thought there was every reason why further successful events should be arranged. The elimination of contests in which there is excessive speed would, we agree, be extremely wise. There is really no necessity for trials of that character, which involve undue risks, but that does not rule out other contests.

RECORD HELICOPTER.



A new helicopter setting a world record. Aviator Pescara kept this machine off the ground for eight minutes 13 seconds, beating his previous record.

ON THE NEW ROAD TO SHEKKO.



With the many new districts being opened up to the joys of motoring it is not surprising that so many new cars are to be seen in the Colony. The above picture shows a glimpse of the new road through to Shekko from which panoramic scenes of great beauty are unfolded. The car seen is a Studebaker Light Six, snapped when out on trials.

BALLOON TYRES.

Tests in Kobe.

Balloon tyres, so much discussed in Europe and America at this time and perhaps the most noticeable new feature of car equipment for 1921, are now being tested at the Kobe factory of the Dunlop Company. A set of Dunlop 30 x 5 Balloon Tyres, fitted to a Ford touring car, have been in use by the company for the past several weeks, and tyre experts are watching their performance closely with a view to determining whether or not this type of tyre will be suitable for the Japanese market.

The tyres now under test were made by the English factory of the Dunlop Company, which has been manufacturing balloon tyres for nearly a year for the English and Continental markets. They are fitted to the patented Dunlop Recessed Rim and mounted on steel wheels, also, of Dunlop manufacture.

IMPROVEMENT IN RIDING QUALITIES.

The performance of the Ford fitted with these tyres is very interesting. The pressure maintained is only 18 to 20 pounds, both front and rear, and it is understood that a pressure of as low as 15 pounds can be used with safety. At 18 pounds pressure the tyres are not quite round, and appear very slightly deflated. As might be expected, they absorb all minor road shocks, without transferring any vertical movement to the chassis. At 15 miles an hour small obstacles, such as streetcar tracks, stones or small depressions in the road surface, cannot be noticed at all by the passengers. The result is a smooth, gliding movement, not comparable to the performance of a car fitted with high-pressure pneumatics. In effect, the balloon tyres iron out all small depressions by their wonderful absorbing qualities.

Larger obstacles, deep potholes, etc., are very marked, however, and cause spring reflex beyond the ordinary. Apparently the upward or rebound movement of the springs is intensified by the great deflection of the low-pressure tyre. This action could probably be overcome by the employment of snubbers or spring dampeners, and

indeed most of the 1921 American cars fitted with tyres of this type have some such device as standard equipment.

BRAKING AND STEERING EFFECTS.

Steering, particularly at low speeds, is noticeably stiffer, but not disagreeably so. Many of the new models with balloon tyres as standard equipment are using ball-bearing steering spindles to overcome this action. Braking is vastly improved, the great road area of the tyres producing an effect similar to that produced by four-wheel brakes.

Several attempts were made to produce a skid on slippery pavements, but without success. The Ford absolutely refused to slide, even on wet street car tracks. No difference in acceleration or road speed could be detected.

Officials of the Dunlop Company declare that there is no noticeable increase or decrease in fuel consumption. A number of punctures have been experienced, but it is hard to say whether or not these were due to the low air pressure in the tyres. Only an extensive test carried out by several cars in different localities will determine this point.

NOT FOR SALE AS YET.

The types themselves are cord of very light construction, with a thin tread somewhat resembling in appearance the familiar Dunlop Magnum. The sidewalls are, of course, of very high-grade material, designed to stand the constant flexing, produced by low air pressure. The air chamber is very large and tubes, unlike the casings, are of unusually heavy stock. With the Dunlop Recessed Rims it is possible to remove the tube and replace it without the use of any tools, whatever, a great advantage. The wheels used are demountable, with a diameter of 20 inches and the overall diameter of the inflated balloon tyre mounted on these wheels is approximately the same as that of the standard 28 inch Ford wheel fitted with the 30 by 3½ high-pressure pneumatic.

Dunlop Balloon Tyres are not ready for the Japanese market as yet, and the company will conduct further and more extensive tests before deciding upon the type to be manufactured here. It is possible that a slightly heavier type with a thicker tread, made to operate at a pressure of

CYCLE SPEEDS.

Over 100 Miles an Hour.

As an instance of what speeds in the future will be like, it is stated by an American contemporary that a rider known as "Red" Wolverton, on the 20th November last, on a four-cylinder Ace motor cycle, over a measured tenth of a mile, registered 128.63 m.p.h. solo, and 113.9 m.p.h. with sidecar; but with regard to the latter speed, it was discovered shortly after the times had been announced, that a mistake had been made, and it should have been considerably less than the speed stated. Apparently, the passenger in the sidecar had an anxious time, for it was with difficulty he kept his seat, and he had to cling to a rope to keep from being blown out backwards.

Wolverton the rider, himself, did not have a very happy time, for as the paper picturesquely put it, "The wind pressure tore the air from his lungs, and choked him. But that sullen lad from Illinois was game."

A few days after the above excitement, Wolverton went out again, and endeavoured to set up fresh figures, both solo and with sidecar. Despite adverse weather conditions (the temperature was only 33 degrees F.), he was successful in increasing his solo speed from 128.65 m.p.h. to 129.61 m.p.h. and setting up a new figure, of 106.82 m.p.h. with a sidecar. Electric timing was employed. The course consisted, as before, of a one-tenth of a mile stretch of roadway. Wolverton used different machines for the solo and sidecar attempts.

EMPIRE EXHIBITION.

Striking Motor Exhibit.

The collective exhibit being organised as a section of the British Empire Exhibition by the Society of Motor Manufacturers and Traders, Ltd., of London, seems likely to be very representative. In view of the uncertainties occasioned by a period of bad trade and by the political situation in Great Britain many firms are naturally postponing, until a rather late date, their decision as to participation. Nevertheless, as early as December, 1913, the list of firms who had submitted entries numbered about 140.

The Private Car Section includes such names as A. C. Alvis, Armstrong-Siddeley, Arrol-Johnston, Autocrat, Bean, Beardmore, Belsize, Bentley, Calhorpe, Clyno, Crossley, Cubitt, Daimler, Galloway, Humber, Howett, Lagonda, Lanchester, Lea-Francis, Morris, Napier, Palladium, Phoenix, Riley, Rolls-Royce, Rover, Standard, Star, Sunbeam, Swift, Turner, Overland, Vauxhall, Vulcan, Westcar and Wolseley.

The Studebaker business dates

A RECORD YEAR.

Studebaker Sales in 1923.

The year 1923 proved to be a banner year for the motor industry in practically every part of the world. Coming after 1922, which showed a remarkable improvement over the off-year of 1921, the increase during 1923 was very impressive.

A significant sales record was accomplished by the manufacturers of Studebaker cars during 1923. They sold 145,162 new Studebaker cars during 1923 as against 110,269 cars in 1922. It is interesting to note that Studebaker sales have increased steadily for the past six years. During 1921, when American automobile sales as a whole decreased 40% over the preceding year, Studebaker sales increased 29.4%. The achievement of increased business during that year was shared by only one other manufacturer, whose percentage of increase was much less than the increase enjoyed by Studebaker.

The Studebaker business dates

back seventy-two years, when it was founded by five Studebaker brothers. The business began with the manufacture of Studebaker horse-drawn vehicles, for which a world-wide reputation developed. Since 1920, the entire man power and production facilities of Studebaker organization—approximately 23,000 people and £10,275,000 invested in factories—have been devoted entirely to the manufacture and sale of Studebaker six-cylinder motor cars.

A BOMBAY "ROUND-UP."

The Police in Bombay at the end of last month decided on an examination of the driving licences of owner-drivers, and with that object examined cars as they passed down Queen's Road. The total number of vehicles of all classes will be well in excess of 120.

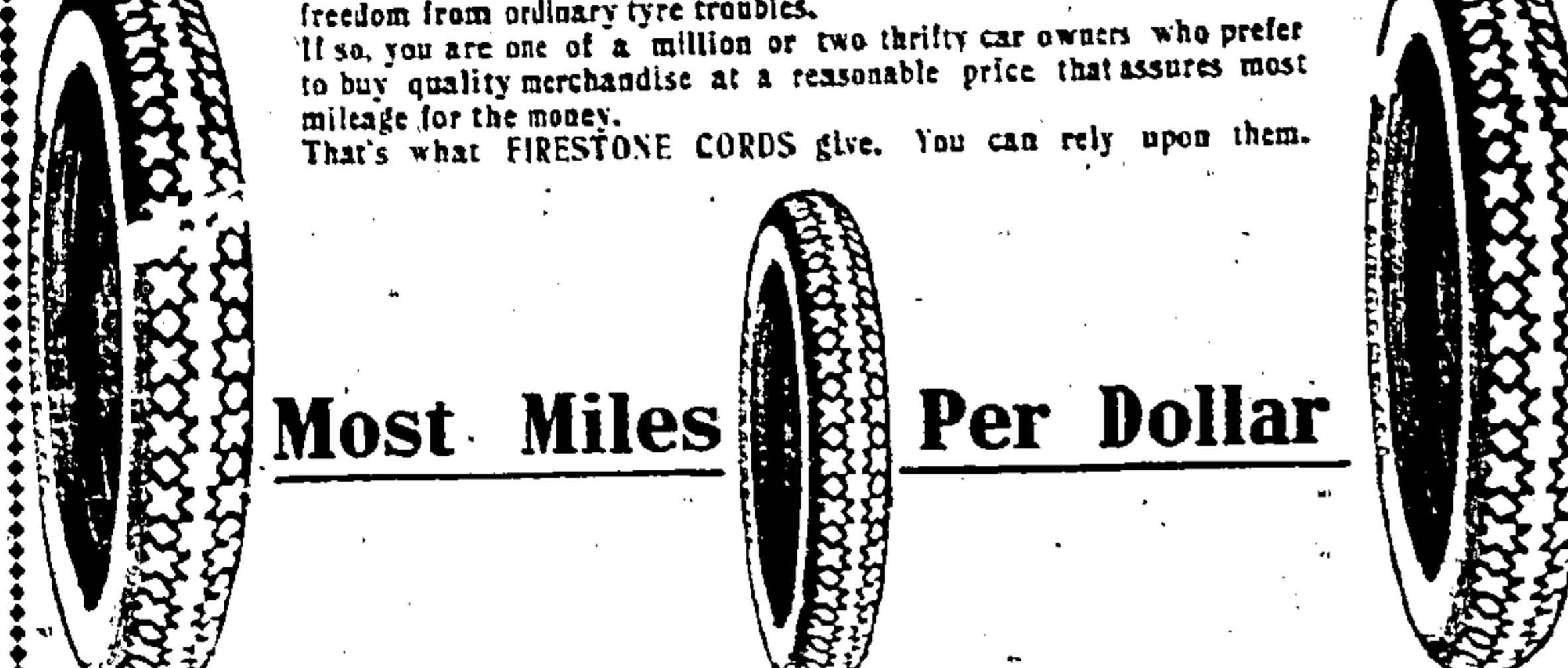
In addition the list of exhibitors and engines, accessories, components and tyres is a very strong one, the total number of firms represented from this side of the industry alone being 70.

The British Cycle and Motor Cycle Manufacturers and Traders' Union, Ltd., Coventry, is co-operating with the Society of Motor Manufacturers and Traders to ensure that the exhibitors include also a thoroughly comprehensive display of British motor cycles, cycles and cycle accessories, and the list of entries classes is almost as fully represented as possible.



Firestone

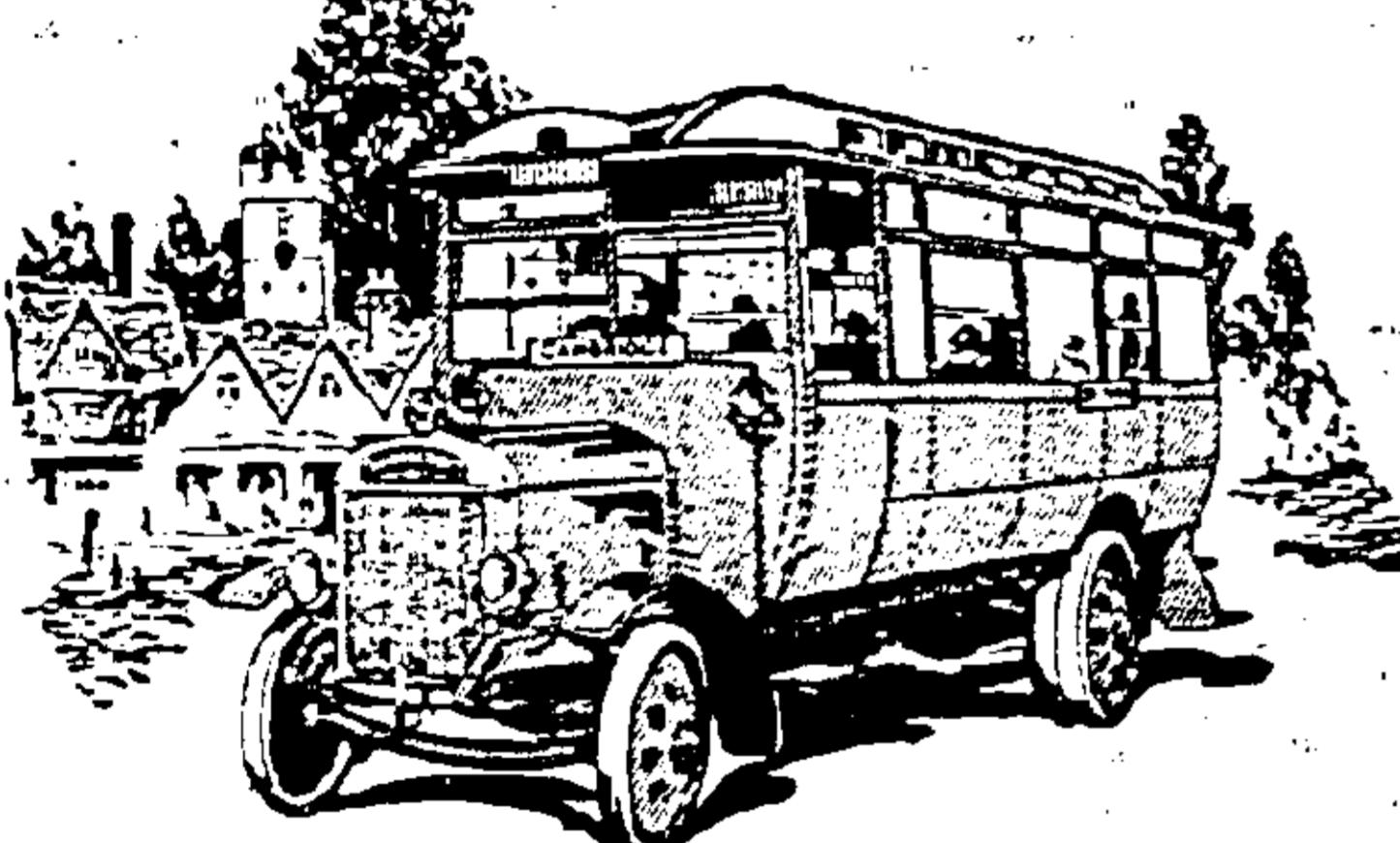
You may now be driving on FIRESTONE GUM DIPPED CORDS and already know of their wonderful mileage, their non-skid safety and their freedom from ordinary tire troubles. If so, you are one of a million or two thrifty car owners who prefer to buy quality merchandise at a reasonable price that assures most mileage for the money. That's what FIRESTONE CORDS give. You can rely upon them.



DISTRIBUTORS: The DRAGON MOTOR CAR Co., Ltd.

THORNYCROFT

COMMERCIAL VEHICLES
A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise



TRUCKS
FOR HAULAGE
FROM
2 TO 6 TONS

BUSES
SPECIALLY
DESIGNED
FOR THE
COLONY.

BRITISH BUS FOR BRITISH COLONY
SERVICE and ECONOMY
SPECIFICATION and PRICES
HONGKONG HOTEL GARAGE
THE HONGKONG & SHANGHAI HOTELS LTD.

THE BUICK MODEL "50" LIMOUSINE SEDAN.

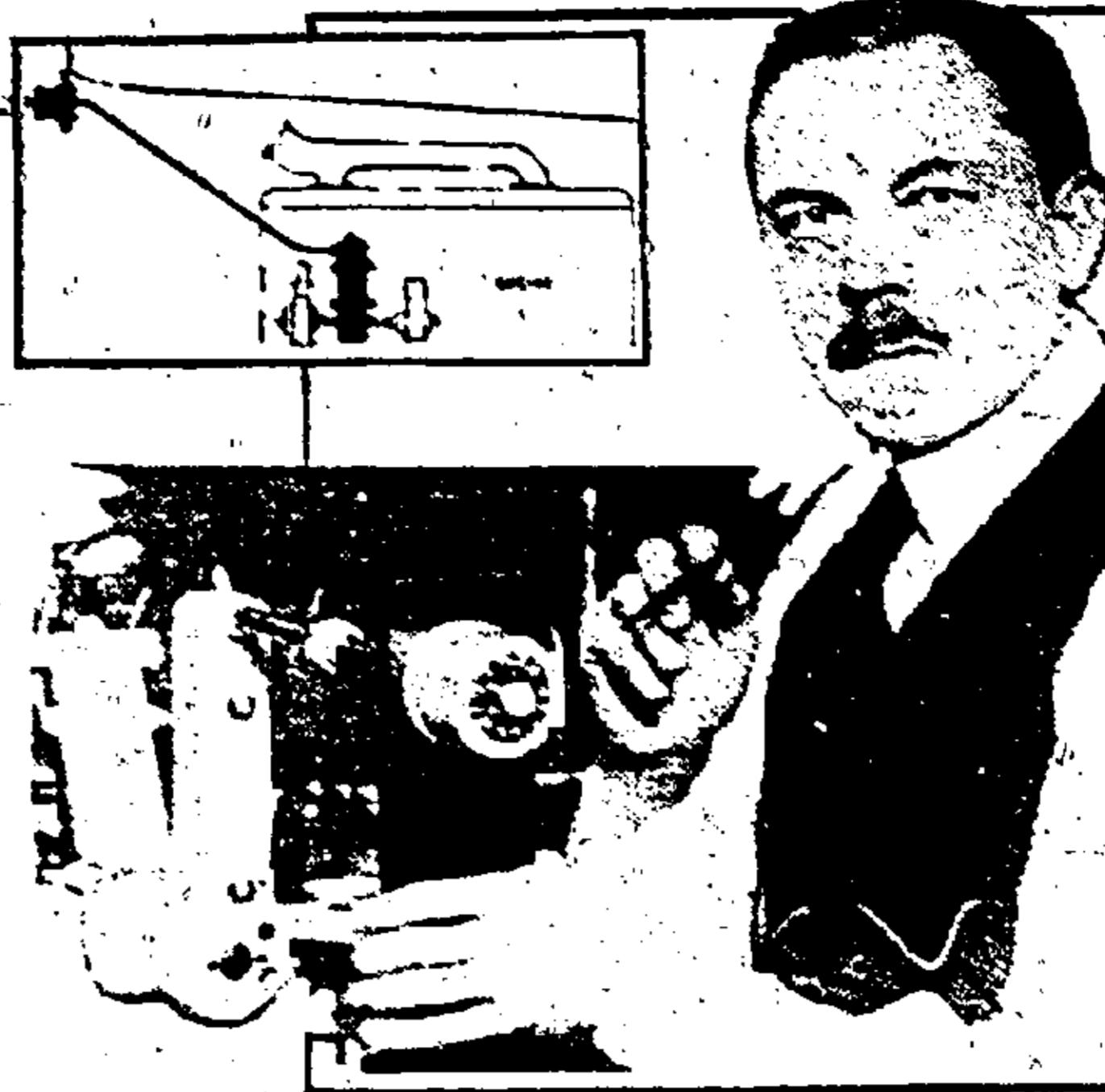
Combining the qualities of a chauffeur-driven car with those of a closed car for family use, the Buick Limousine Sedan is a distinctive addition to the Buick line for 1924. It is another evidence of Buick's policy of furnishing a car for the majority of motoring needs.

The one-piece curved glass that separates the driving compartment from the tonneau can be lowered completely out of sight by simply turning a small handle on the back of the front seat. The car is then converted into a Sedan for the use of the owner or members of the family.

Sole Agents:
**Hongkong and Kowloon
Taxicab Co., Ltd.**

Telephone No. 1036.

ENGINE WORKS ANTI-THEFT LOCK.



One of the latest forms of anti-theft devices for motors is the mechanism invented by Louis Reichart of Philadelphia. Controlled by a combination at the dash, the lock is attached to the crankshaft so that, if the car is started while the device is locked, a noise like the old-fashioned watchman's rattle is made. Reichart is shown with the device, while above is a diagram of its arrangement.

THE 1924 BUICK.

GREAT EXPANSION OF FACTORIES.

So great has been the increase in demand attendant upon the introduction of the 1924 Buick these, two, are to be devoted respectively to engineering and personnel service, while another for new buildings, additions and entirely new building will be equipment for its main plant at Detroit.

Although Buick built more than 200,000 cars during the calendar year 1923, this record-breaking number was found insufficient to supply the demand. The company is designed to enable the company to increase its production to 250,000 cars for the year 1924.

Following so closely upon the winning by Buick for the sixth consecutive year of first place at the American Motor Car Shows for volume of sales, the further expansion of Buick's immense manufacturing facilities gives indisputable evidence of the public verdict in favour of the four-wheel brakes, improved engine lubrication and many other features of advanced engineering design found in the 1924 models.

The additions contemplated in the expansion programme just authorized will affect nearly every department of the factory. New buildings will be added to the foundries, the forge shop, the body building shop, the material storage department, as well as additions to the engine plant, the heat-treat plant, the engine testing building and the tool making shop. There will also be an expansion of shipping facilities including special features to meet the rapidly growing export trade.

The additions to the manufac-

turing plants will total approximately 320,000 square feet.

The increased manufacturing facilities will naturally require increased space for executive functions and for the latter purpose number of new buildings will be provided at Flint. Among these, two, are to be devoted respectively to engineering and personnel service, while another for new buildings, additions and entirely new building will be equipment for its main plant at Detroit.

The Engineering building will have two additional floors, adding 30,000 square feet to the present office floor space. Not included in the appropriation of the \$11,000,000 for the expansion of the factories, is the vast amount of money expended and still to be invested in providing additional facilities for Buick Branches in various parts of the United States.

Notable among these are entirely new service buildings in the cities of New York, Indianapolis, Pittsburgh and Jacksonville, Florida. The erection of a large building at the latter point illustrates particularly well the importance with which service is regarded by the Buick Company. This branch building is designed primarily to serve the large number of winter tourists from the northern parts of the United States who go to Florida in their cars to enjoy its tropical climate.

ONE WAY OF DOING IT.



Thanks to the proper placing of 2,635,242 tacks, Constable Brown is able to secure observance of the speed ordinance for a distance of at least fifty feet.

TRIUMPH

1924 Model Motor Cycles.

Just Arrived

4 H.P. Triumphs Model S.D. equipped ready for the road with
Electric Magdyno Lighting Set

Roller Chain Drive, 3 inch Tires.

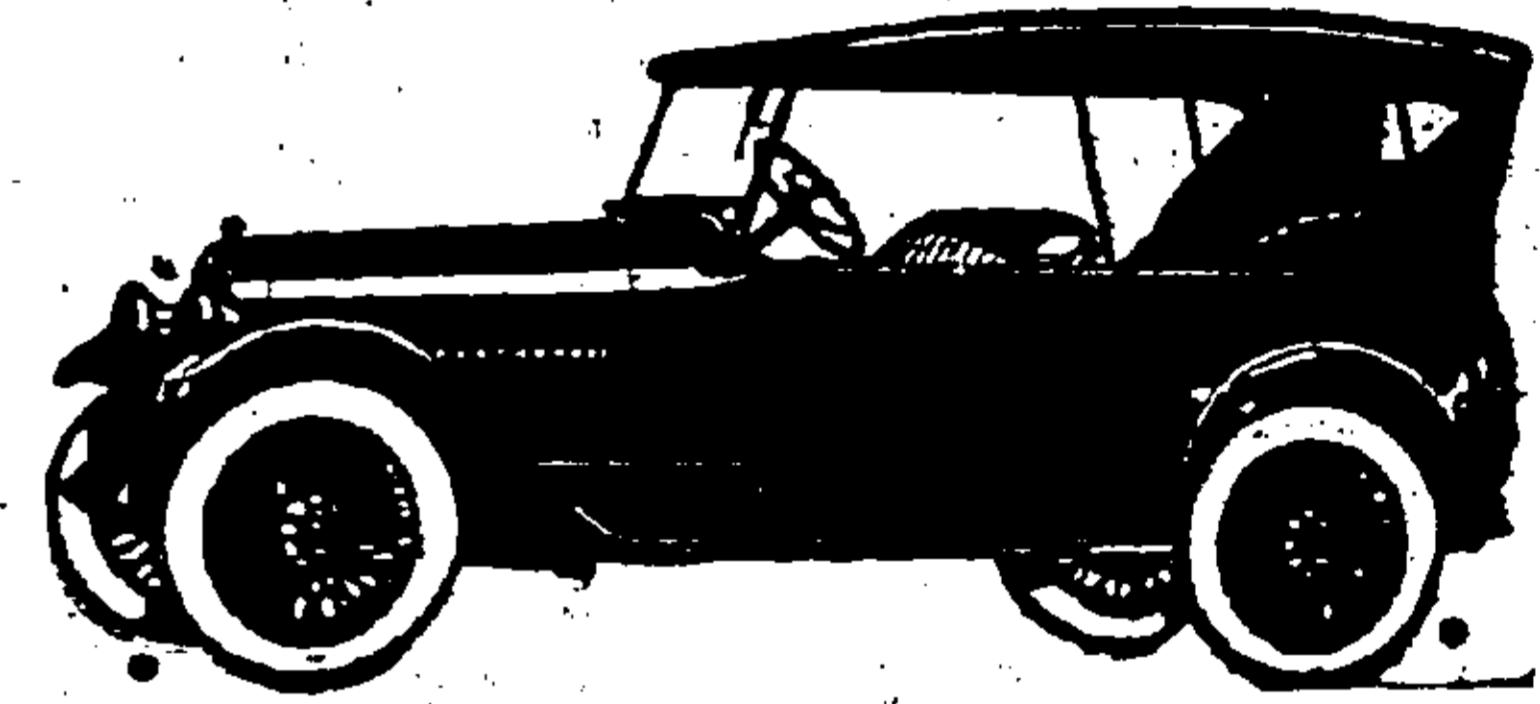
Price:—H. K. \$800.

SOLE AGENTS:

Alex. Ross & Company,
(China) Ltd.
Bank of China Building, Duddell Street.
Telephone C. 2487.

Studebaker

LIGHT SIX FIVE-PASSENGER TOURING CAR



Price \$2,700.

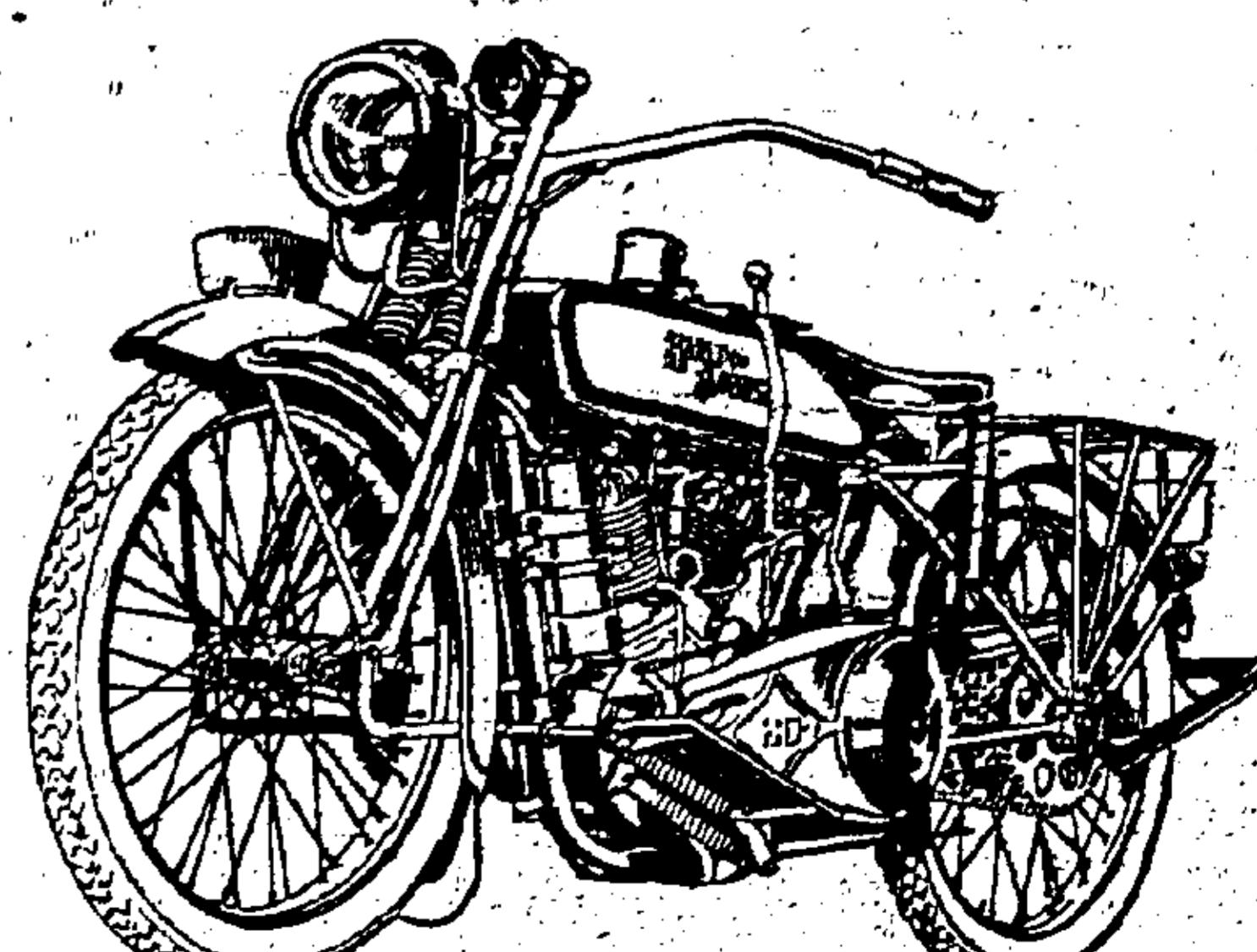
Completely equipped.
Colour. Green or Black.
New Models Arrived.

Before deciding on your car obtain specification
And let us demonstrate a 6 cylinder
Studebaker.—

The World's Greatest Light Weight Car.

Tel. 32 HONGKONG HOTEL GARAGE Tel. 32
THE HONGKONG AND SHANGHAI HOTELS LTD.

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR
IMMEDIATE DELIVERY
SHEWAN TOMES & CO.

Sole Agents. Tel. 781.

HOW HENRY FORD SPENDS HIS SPARE HOURS.



These pictures show how Henry Ford spends his spare hours. He is shown splitting wood, enjoying himself in the country, as a yacht-man and as he appears when skating. Inset below is the schoolhouse he attended as a boy, which he has recently purchased.

Certain cars have no way of the feed pipe to the gauge and while the home garage still exists on paper no feature of its continual regret, while one that draining the crankcase from underneath, and the problem of under and run slowly. In this construction deserves more than a minimum of effort will getting out the oil is difficult unless the oil is drawn out of the way of the careful choice of door. A poorly planned plaque the patience of a modern der some conditions. The best crankcase into the bucket or door may be a source of job. plan, however, is to disconnect other receptacle.

ENTERPRISE.

There is one motor dealer at least possessed of a sense of humour: his place of business is not a hundred miles from New York City. There is desperate rivalry between the two local motor men, who each sell a medium priced make. Recently a new model, represented by dealer number two suffered from brake failure and, running away, became a total wreck. Dealer number one heard of the smash and bought up the ruin for the proverbial old song—he put the demolished machine in his best show window with a placard which announced

"A week ago this was a new car! Buy it!"

"A Dodge and take no risks!" I hear dealer number two has suffered so much in his business that he would willingly give a brand new car to anybody who could get the remains of his car out of the Dodge dealer's window.

REALLY RUNS.



The licence plate is almost as large as her motor-car, but Miss Mary Bay likes her car because it is easy to park. Miss Bay is shown braving the traffic of Washington.

"If the writer were asked to sum up the 'Dennis' 2-2½ tonner

HE WOULD DESCRIBE IT AS AN ESSENTIALLY HIGH-CLASS, WORM-DRIVEN MACHINE BUILT ON THE ORTHODOX LINES OF BEST ACCEPTED STANDARD PRACTICE. THERE IS NOTHING EXPERIMENTAL OR DARING IN THE DESIGN: THE CHASSIS IS JUST A REPRESENTATION OF RIFE EXPERIENCE ACCUMULATED OVER TWENTY YEARS OF SOUND WORK."

How could you describe in fewer words the essential features of the machine you need for your transport services. Here you have up-to-dateness in design, soundness of construction, quality of material, dependability—all combined with, and benefiting from, an experience of motor manufacture which dates back beyond the passing of the Light Locomotive Act in 1895.

BRIEF SPECIFICATION:

30 h.p., 105 x 150 mm. engine, forced lubrication to working parts by gear-driven pump; large oil sump in crankcase; high tension waterproof magneto, external Ferodo-lined clutch, gate change 4-speed, and reverse gearbox, with direct drive on 4th speed; steering by worm wheel sector; Dennis worm-driven back axle, etc. The hand brake is of the expanding type, and the foot brake acts on a drum behind the gearbox, both brakes being easily adjustable by hand nuts in accessible positions. All chassis are fitted with front mudguards and Dunlop solid tyres, and supplied with 1 head, 1 tail and 2 side lamps, tool kit, lifting jack and horn.

THE
DENNIS
2-2½ ton Model

Write for leaflets of models in which you are interested.

Alex. Ross & Company
(China) Limited.
Bank of China Building, Duddell St.
Telephone C2487

PROOF

THE FACT THAT PRACTICALLY ALL THE MAKES OF THE BEST ENGLISH CARS FIT

DUNLOP

as standard equipment is indisputable PROOF of Dunlop superiority. You cannot adopt a safer policy than to take your cue from the people who know, to wit, the Car Manufacturers.

Remember too,—every Dunlop tyre in the Colony has this important protection behind it, viz., the personal protection of the Manufacturer's own Branch organisation on the spot.

THE DUNLOP RUBBER CO. (CHINA) LTD.

Phone C. 4554 St. George's Building, HONGKONG.

Cables Pneumatic, Hongkong

Obtainable From—
ALL LEADING GARAGES

As supplied to The Hongkong Government & Public Services

Where the ends of two cork gaskets come together it is always best to put a filler of some kind just enough to fill the seam; no more. Otherwise the two surfaces will not come together on the gasket. Either soft felt or cotton wicking are good.

Gear teeth in the transmission are sometimes broken off by throwing in the clutch too suddenly, by shifting speeds rapidly when the engine and the car are not equal, or by accidentally shifting into reverse when the car is moving forward.

Sand in a bearing pries the bearing apart and takes all the load. It scratches the steel and embeds itself deeply in the bearing. As long as it stays there it cuts deeper and deeper until it sinks beneath the surface or works out. Strain the oil and clean out the oil base occasionally.

DODGE BROTHERS TOURING CAR

Those who have driven the Touring Car longest are its most enthusiastic advocates.

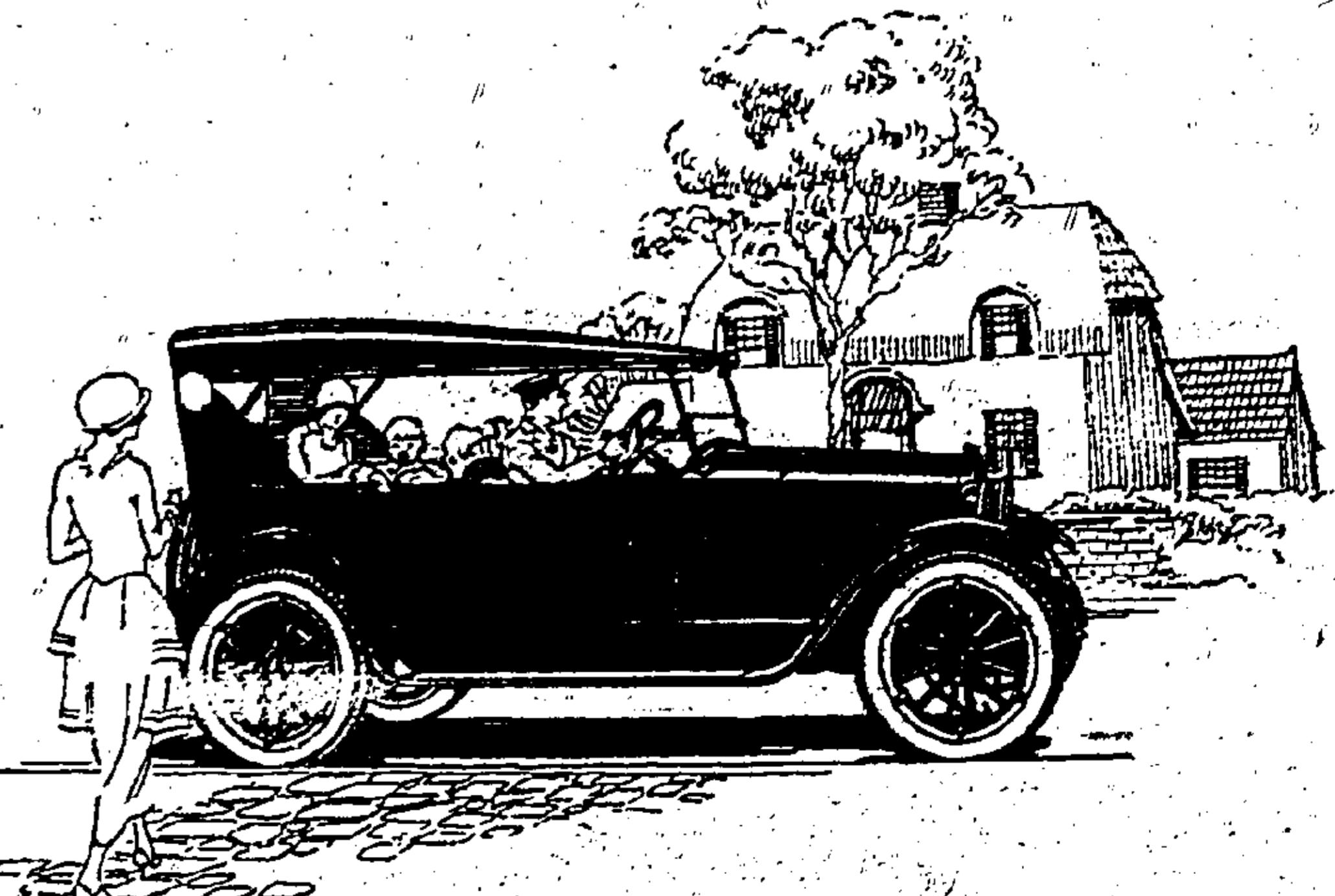
They know from experience that with reasonable care the Touring Car will serve them faithfully for many years.

They were not surprised when Dodge Brothers recently announced that more than 90% of the million vehicles they have built during the past nine years are still in active service.

Yet this astonishing record is probably the highest tribute that has ever been paid to a motor car.

The price of the Standard Model five-passenger touring car, complete with magneto and with five cord tyres, is \$2,400

Come and see it.

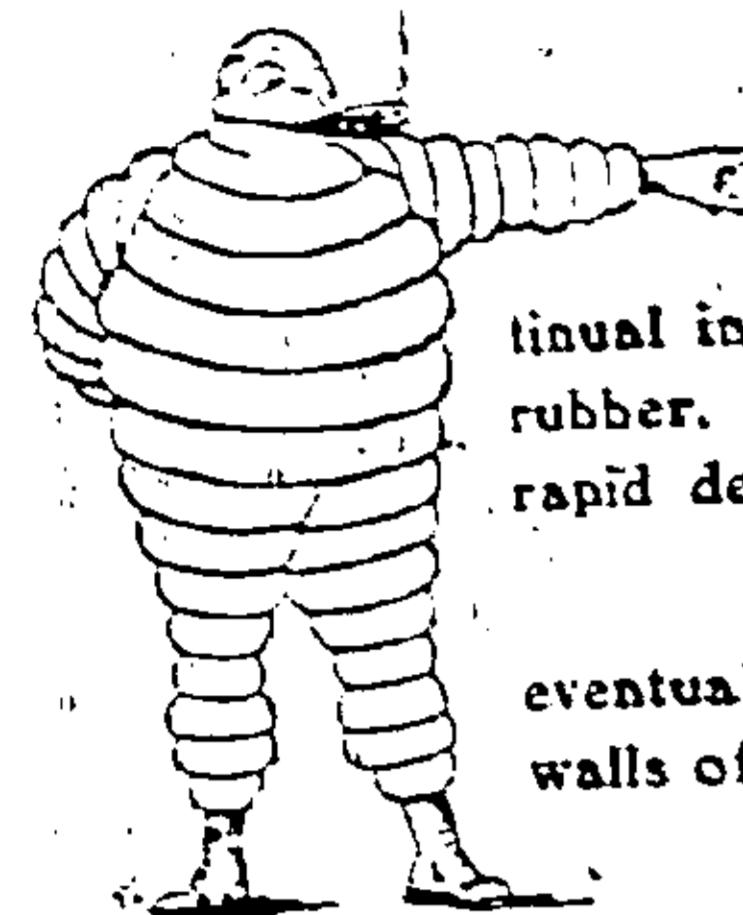


The DRAGON MOTOR-CAR Co., Ltd.

Registered Head Office & Show Room
Wong Nai Chung Road (Happy Valley).
Telephone Central 3850.

HOW TO GET GOOD SERVICE FROM

MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy **MICHELIN** tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.

Telephone 3438.

China Building, 1st Floor.

NERACAR

Reliability
Economy
Comfort



Cleanliness
Simplicity
Safety.

THE LIGHTWEIGHT MOTOR CYCLE WITHOUT A PEER

With the advent of the "NERACAR" and clean two-wheeled transportation, the best known families of Great Britain are taking to this economical and comfortable means of transportation. Prominent among English users are the following:

The Earl of Haddington M.C.

The Earl of Bective.

The Earl Fitzwilliam, K.C.V.O.

Col. E. V. North, C.M.G., D.S.O.

Col. Sir Edward Ward, Bart. G.B.E., K.C.B., K.C.V.O.

Lt. Col. C. Winterscale, D.S.O.

Capt. L. F. Sloane Stanley.

Professor E. Emrys Roberts.

Dr. J. P. Broom, M.B.E.

Dr. E. H. Felton, M.B.E.

The Rev. F. W. Hassard Short, M.A.C., T.A.

and many others too numerous to mention.

Her Grace the Duchess of Marlborough.

The Marchioness of Headfort.

The Lady Joan Wentworth Fitzwilliam.

The Lady Donatia Wentworth Fitzwilliam.

The Lady Mary Stuart Wortley.

The Lady St. Germans.

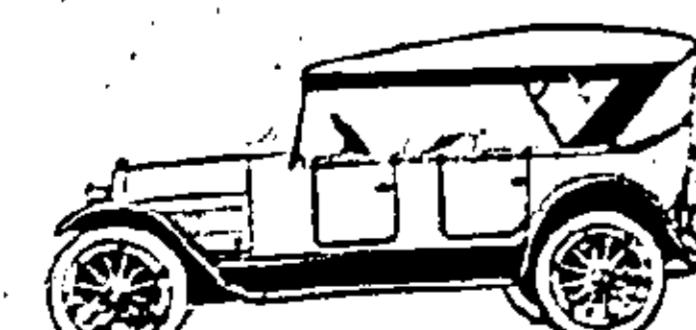
100 to 115 miles per gallon of gas. 35 miles per hour. This means safe, sane driving without speeding.

Free demonstration. Sold on easy terms.

DE SOUSA & CO., LTD.

Sole Agents for South China.
2nd. Floor, St. George's Building.
Tel. No. Central 1264.

Oldsmobile



The Oldsmobile Four Cylinder Five Passenger Touring Car now sells at a price heretofore unknown in its class. It offers you a buying opportunity that you cannot afford to overlook.

CARROLL & CO.

Telephone Central 3491.

Distributors.

NEW RACING TRACK.

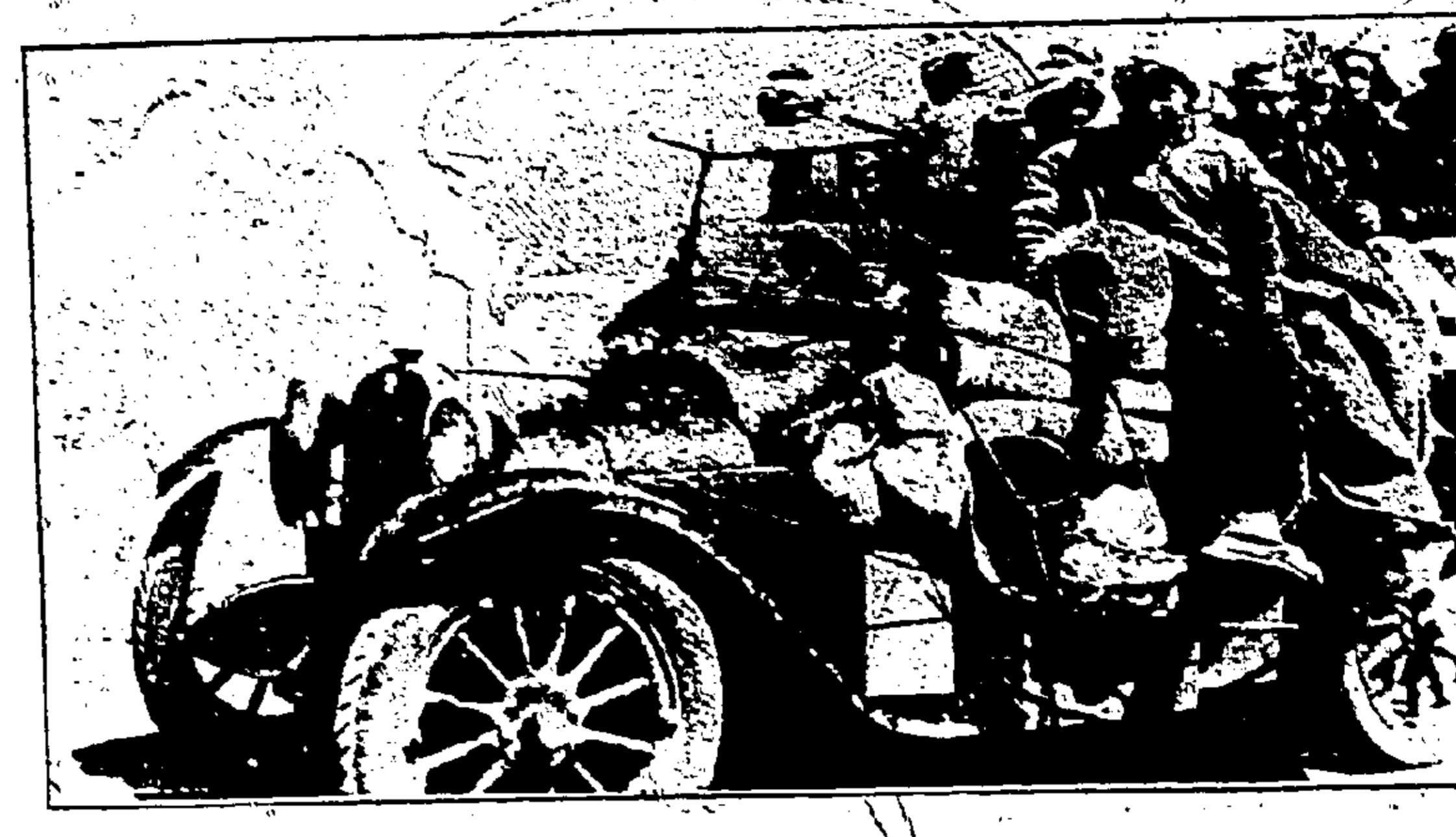
It is announced that, recently, the motor racing track at Miramas, about 30 miles from Marseilles, was officially inaugurated, and the prospects of opening for racing in May, are sufficiently promising. It measures five kilometers round, and has two straights, each three-quarter mile long, joined by flat curves of some 1,550 ft. radius, and speeds of 120 m.p.h. can be maintained. There is also a loop in the track, presumably to introduce a more exciting element on occasion, than mere lap races provide.

A vacuum tank which has run dry can be filled by closing the throttle and turning the engine over with the starting motor. Thirty seconds should be enough time to draw sufficient gasoline into the vacuum tank for starting purposes. After the engine is started the vacuum tank will take care of itself.

RECENT EXPEDITION ACROSS MONGOLIA.

Dodge Cars Do Well on the Gobi Desert.

TRIBUTE BY LEADER OF EXPEDITION.



The startling discoveries of the Without motor cars, it would Third Asiatic Expedition, with have been impossible without their priceless contributions to estimated. Among the discoveries which science hails as one of the most important in centuries were several nests of dinosaur eggs—the first ever found. In

That is the blunt, unequivocal statement of Mr. Roy Chapman Andrews, leader of the expedition, which returned recently from a two-year search of innermost Mongolia, with the largest and most valuable collection of fossils ever brought into the United States.

When the party started from China, Mr. Andrews was told that camels and horses were the only means of transportation known in the interior of the country he was about to penetrate.

To cross the Gobi desert alone was at first to test the endurance of the most rugged car, and had been accomplished but seldom. To ford the streams and cross the hilly, roadless wastes of the unknown land beyond the desert, however, was considered an utter impossibility.

Nevertheless, Mr. Andrews had made up his mind.

"Dodge Brothers rules prevented them from contributing their cars to our expedition," he said,

"but I felt that I had to have them, anyhow, even though numerous other manufacturers had offered to supply me. I had

penetrated Mongolia before and I knew just about what would be required of a car.

"So I bought three Dodge

Brothers cars at full list price in

Peking—one touring car and two

4-ton commercials. I tried

every insurance company in

China, I believe, in an effort to

insure the cars before starting the trip. They only laughed at

me, even when I explained that I cared for nothing except insurance against total destruction.

We had our mechanics and service parts, and knew that we

could survive any accident except annihilation. But the insurance companies said no car

could get in, much less get out—and so we travelled at our own risk.

"What those cars did was a

revelation to the whole eastern

world. We crossed rivers, ploughed in and out of deep ruts and

thumped over boulders until we

thought everything must shake

to pieces. But those cars kept

going. Terribly overloaded, they

did the impossible day after day.

Sometimes we chased wild

animals across the roadless

plains at high speed. I remem

ber once the speedometer was

registering 40 miles an hour

when we were in hot pursuit of

a drove of wild asses. One would

think no car could survive such

abuse, as the plains were naturally

full of ruts and mounds.

But we drove them back to

China after 10,000 miles of this

sort of usage, and sold them

without difficulty for more than

the price of three new Dodge

Brothers cars in the United States.

"The Chinese were eager to get

these cars. They had done some

thing that no other car had ever

done. The company that bought

ours now has 25 in operation,

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desert from Kalgan to Urum. This

trip formerly required 30 tedious

days. With their Dodge Brothers

cars they do it in 48 hours—and

there are no roads.

Mr. Andrews added, as a mat

ter of course, that he would again

take Dodge Brothers cars on his

next expedition, which he plans

to start in June, 1924.

The expedition which he led

into Mongolia occupied two years.

NOISY VALVE TAPPETS.

There are times when it is almost impossible to make valve tappets quiet, especially in an old engine that has seen much service; and though the trouble may be ascribed to loose push rod guides, very often a check-up of the valves and guides fails to show signs of wear. If so, if the valve tappets continue noisy after they are adjusted to the minimum of clearance, it is evident that the trouble lies in the push rod assembly—although a flat spot on a cam will make a regular tapping noise which as its speed is identical with that of the valve action, is very confusing.

Loose push rod roller pins make a noise similar in sound to that of a valve tap; also a frozen pin, which forces the cam to strike the roller in one spot only, making a low spot in the roller which naturally taps as the lift of the cam drops into it.

Where the valve tappets, or push rods are of the mushroom type, examine the face which strikes the cam for corrugations, as when the push rod turns around so that the corrugations are at right angles to the cam, the noise is almost identical with that made by a loose valve tappet.

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Kowloon and East Surroy football teams: Shield finalists. (Photo: Ming Yuen.)



Judging terriers at Dog Show. (Photo: Ming Yuen.)



Airedales at the Hongkong Dog Show. (Photo: Ming Yuen.)



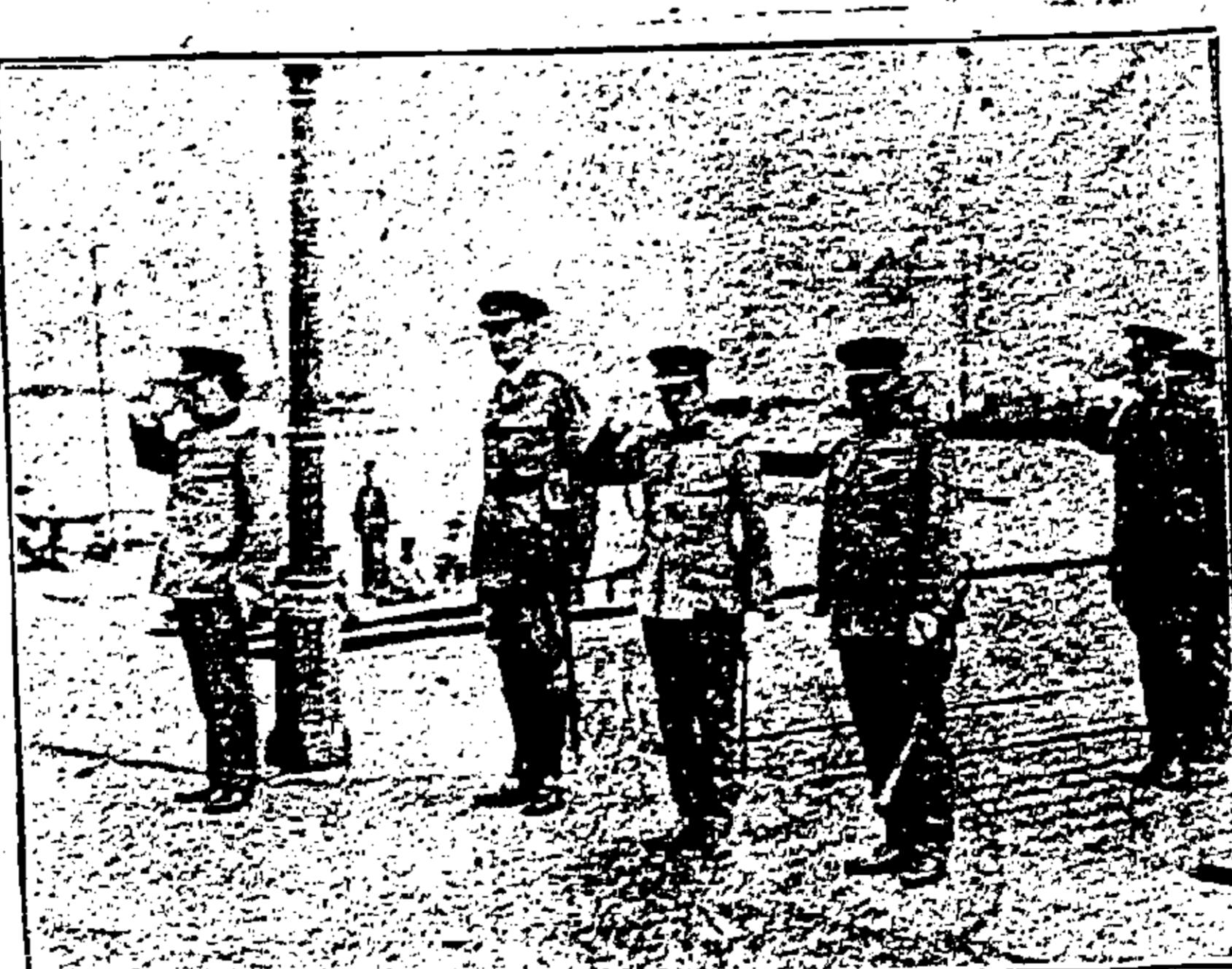
Another Dog Show picture. (Photo: Ming Yuen.)



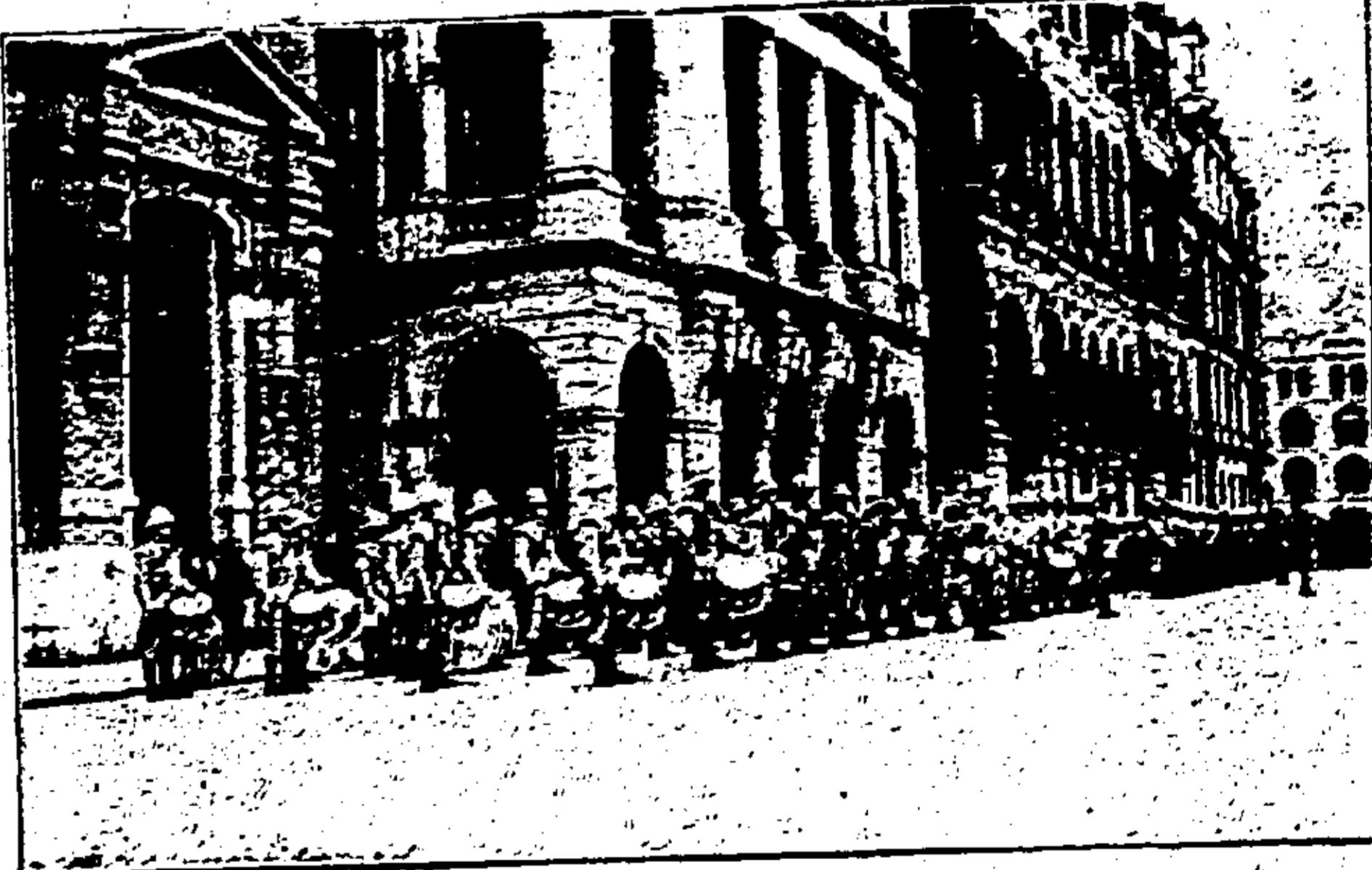
Miss Miller about to distribute badges to new Peak (5th) Wolf Cub Pack.



Waiting to be judged. (Photo: Ming Yuen.)

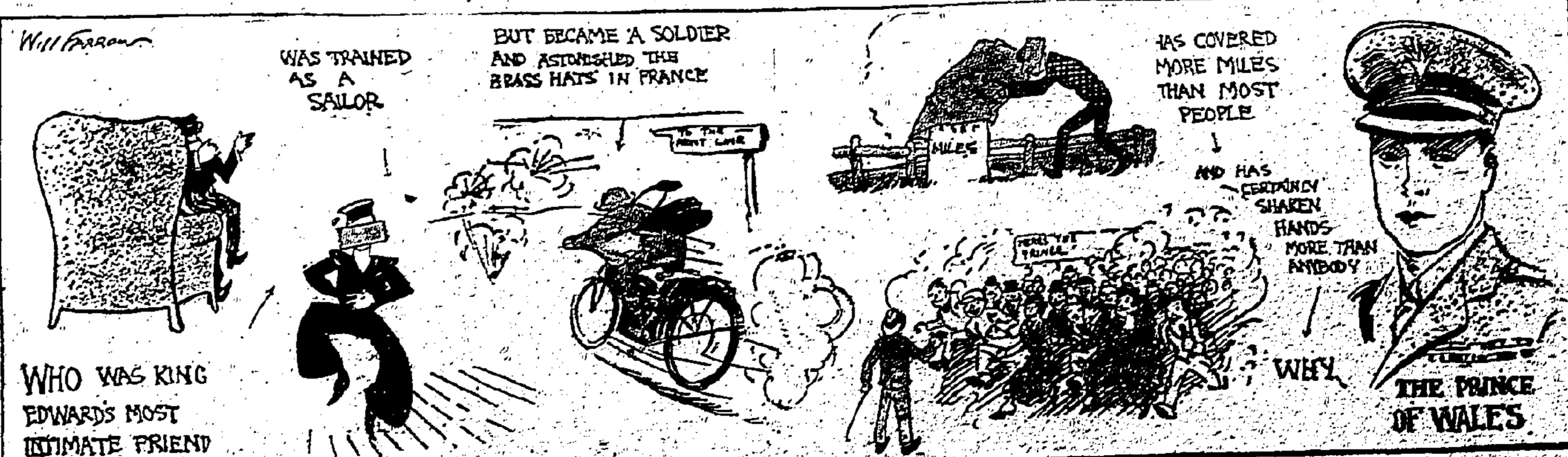


Members of Japanese Military Mission landing at Murray Pier. (Photo: Ming Yuen.)

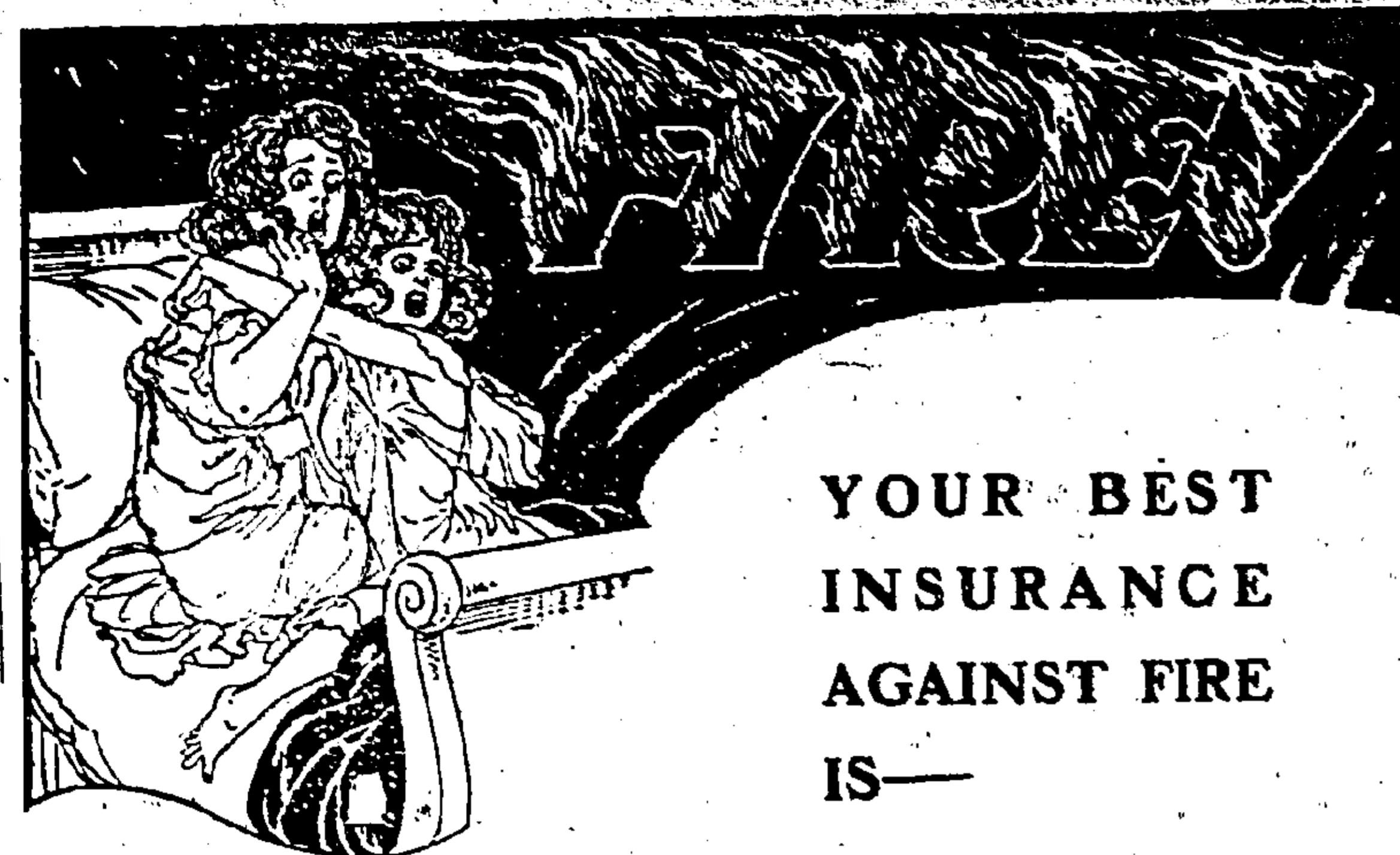


Surrey Regt. Guard of Honour awaiting arrival of Japanese Military Mission. (Photo: A. Hing.)

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RADIO NOTES AND NEWS

Wireless Telephony in the Tropics.

Apparently Sarawak deserves credit for being first in the field as regards wireless telephony in this part of the world. Successful experiments were made here two years ago, and since then broadcasting has been considerably developed, says the *Sarawak Gazette*.

The first radiophone was installed in Kuching on May 10, 1922, with a companion set at an outstation for experimental purposes. Results were so good as to warrant testing with Singapore on August 24, 1922, speech being heard and reported quite clear when free from atmospherics and no stations nearby jamming.

Broadcasting music was instituted for half an hour each morning from August 25, 1922, being clearly received in Singapore and elsewhere. On August 29, 1922, His Excellency the General Officer in Command, Straits Settlements, was entertained at Paya Lebar by the Sarawak Rangers Band, which played in Kuching Wireless Station.

Since the above seven more radiophone sets have been installed in Sarawak being built up and full, fitted out here. These have now practically ousted all the spark sets, two stations now being shut down.

Each morning for twenty minutes at 8:45 and 9:45 a.m. all the radiophone stations are in conversation for testing and results are most encouraging.

However, since they are often jammed out by old fashioned

spark stations in Singapore, Java

seas, you hear the person with whom you are speaking, as on the ordinary telephone of today. But what is more, you SEE him. Is it a scientist's dream?

Edouard Belin, the Frenchman who has invented a method of sending photographs by telegraph, says he already has such an apparatus working over small distances.

Prof. Fournier D'Alba, inventor of the optophone to enable the blind to read through their ears, says television will be accomplished by the end of the present year.

Prof. A. M. Low, who had charge of the British Royal Air Force experimental works during the war and who has nearly 140 inventions to his credit, including sending photographs by wireless, says television will be accomplished in a crude fashion in about 10 or 20 years.

Sir Oliver Lodge, world-famous scientist, says television will be a fully accomplished fact in about a century.

I had a talk with Prof. Low about television, writes a special London contributor.

"Basically," said he, "the only obstacle in the way of television is one of pure mechanics. The theory is worked out. The method is all mapped out.

"When a number of us, working in different countries, discovered a

method of sending photographs by telegraph, we also thereby

discovered the principle which will one day give us television.

"In simple terms, transmission of photographs by telegraph or wireless is brought about by the transmission of



PROF. A. M. LOW, FAMED RADIO INVENTOR, WITH HIS
WIRELESS TRANSFORMER, ONE OF HIS PRODUCTS.

and elsewhere conversation is often interrupted; atmospherics are also an eternal nuisance in this part of the globe, but generally conversation is commercially possible in the mornings some six days out of seven. Speech between Kuching and Miri, a distance of 320 miles, mostly overland, is often quite good, but the average distance for conversation on masts sixty feet in height is 150 miles. The longer distance is possible by high aerials. All commercial telegrams are taken on Morse-speech being for the use of Government officials and testing.

Sarawak Malays and Chinese have been trained into running the stations, the smaller consisting of an engine, generator, battery and the operating table, all sets being standardised. The cost of running one of the smaller stations is that of 1½ lbs of kerosine oil, half a tin of cylinder oil and an operator drawing some \$20 to \$50 per month, and depreciation and breakages are not large items.

light through a sensitized photographic plate which acts upon photo-electric cells. These in turn send vibrations along a wire or through the ether to a receiving set. These vibrations open or shut a little shutter arrangement which permits rays of light to fall upon a sensitized plate. The latter receives exactly the picture that was on the plate at the sending end of the line.

"Now the problem of television consists in substituting your eyes for the plate at the receiving end. In sending a photograph by wireless, about 15 minutes are required. To make the same impression upon the eye the sending would have to be cut down from 15 minutes to about four-fifths of a second.

"This first television will of course, not be in colours. It will be in black and white. The matter of colours would be worked out later just as it is being done in ordinary photography.

PHILIPPINES TAKING PRECAUTIONS.

With a view to preparing the country against any possible catastrophe similar to the recent earthquake in Japan, Governor-General Wood has appointed a board to make a scientific study of conditions existing in the Philippine Islands and to recommend practical means of preparedness or precautionary measures. The board is to give particular attention to construction, water systems, natural drainage, gas and electric plants and systems, the location of cable lines, and such other features as it deems necessary especially in the regions believed to be most exposed to danger.

With land wires across the country and wireless across the regions believed to be most exposed to danger.

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THE HUMAN ZOO

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ONE REASON WHY THE MEDICAL PROFESSION
IS SAID TO BE OVER-CROWDED.

WOMEN'S INTERESTS



From the page to the bed, there's quite a variety of hairdressing modes, but the photographs above show how even our whims whirl about in cycles of time.

FLOWERS AND COMPLEXIONS.

The fashions for wearing flowers change as the fashions in gown change. The latest ideas are:

To wear a single rose pinned in your blouse just below the right ear.

To "candy" a large but tightly packed bouquet of white and purple violets firmly clasped in your left hand.

To pin a single orchid on the top of the shoulder with an evening gown that boasts of straps instead of sleeves.

To fasten a negligently loose bouquet of lilies of the valley and maidenhair fern on your left hip while you sit on the sofa. All the men in the room will be running about to rescue your flowers to you. I would submit as a name for this bouquet the "Sentiment Tester." Yes, femininity is in fashion again!

Flowers near the face remind one of complexions, and the fashion in these has changed considerably. It is rather up to appear pale, and the dark, oriental skin, which has been the rage in Paris lately, is distinctly taboo. The purplish rouge is also unpopular, and the wise woman will do her best to match her powder with the natural tone of her skin, and the natural roses of her cheeks with her rouge, which is used to heighten the effect, not to change the colouring.

OUR LATEST NECKLACES.

Why all this talk about bobbed hair? Just take a look at what we've left behind in hairdressing, and you'll notice there's not so much difference between the coiffure of to-day and that of a quarter century ago. In fact, there's quite an improvement.

Behold the first, and the last of this array. Exactly alike, except for that psyche which the modern flapper has bobbed off. The ears showed then. The hair was drawn back. And not an earring or a tiny one, at that, to improve the appearance of the profile.

The big revolution in hairdressing happened when the psyche was unclosed and rats, puffs and other false paraphernalia wound into the coiffure. It took time for the ear to hide itself, but by the time the famous "figure eight" came along, no sign of that appendage could be observed.

Then came the day of glory for hair dressers: Curls, marcelles, waves, puffs, pompadours. The fourth picture from the left gives an idea of how far they went. It was their day of days.

Then came the revolt of the flapper and the hair dresser. He rallied gloriously with all sorts of ways to dress up bobbed hair, until the flapper little has taken it out of the artist's hands and is beginning to dress her hair "à la masculine."

The flapper little realizes she has reverted to the old style—except for the psyche.

LINGERIE FROM PARIS.

THE MODERN SCREEN.

Lingerie is especially beautiful and tempting just now, although or perhaps because it has never been more simple. Its beauty is derived chiefly from beautiful materials and colours. Lace is practically not used at all. When it is seen, it is only in the form of a flat, very narrow edging of real lace.

The pretty fashion of an edging of doubled net, into which the material of the garment is appliqued, is still popular, but the very newest lingerie is trimmed only with the finest hand hemstitching. This, of course, necessitates square neck lines as hemstitching can only be done in straight lines.

The nightgowns either have very short sleeves, or no sleeves at all, and long "wing pieces" which taper off into the low waist. The latest models are held together on the shoulder by three tiny bands of the material, and round the hips by a narrow double fold of the same, which is tied at one side.

The trimming in front consists of a little square design worked in hem-stitching.

Chemises and knickers, rather than cami-knickers, are worn by most Frenchwomen, and though lawn is newer just now than crepe de Chine, the latter is still preferred, probably because of its varied and beautiful colours. The latest, which has had a tremendous success, is cyclamen, a most beautiful pale purple shade, which is extraordinarily becoming to dark women. The next in favour is a warm yellowish-pink, called apricot, and flesh pink is still much used. A pretty "set" was in ivory crepe de Chine, very simply cut; the chemise having a round neck, and trimmed only with sprays of cherries applied in bright cerise colour. The edges of the garments were bound with tiny folds of cerise.

THE HANDKERCHIEF.

The bright-coloured handkerchiefs which have been so smart for the last season seem to have lost none of their popularity, in spite of the fact that they are a year old, and that they now have the coloured scarf as a rival. However, the great point in wearing a handkerchief smartly is to put it on in an original or an individual manner. With a sports tailleur one may take one of the large foulard handkerchiefs, fold it four times across, and make it into a stock collar, by folding and tying it about the neck.

A STRIKING HEAD DRESS.



We have here what the French designer calls a "coiffure à la radio."

You will notice that the decorative filigree ornaments, full of colour, the sides imitate the ear pieces of the radio outfit. It comes in silver or gold, to suit your taste.

VANITY NOT IN VAIN.

Many are the condemnations of vanity. Yet this quality adds something to the enjoyment of life. Just supposing that all the pretty women in the world ignored their looks and all the plain ones ignored theirs! Imagine the lack of enjoyable appreciation of beauty in its perfect setting, of homeliness enhanced to a compelling charm:

Moreover, a woman's interest in her appearance—so long as it is not disproportionate, when it becomes a bother to herself and a bore to everyone else—is a good tonic. What woman does not know the confidence born of the knowledge that she is looking her best to-day?

A measure of vanity is not at all bad thing. Not only does it induce a woman to add to the pleasantness of life by making her appearance attractive, it encourages us to behave reasonably well.

True, it would be better still if our courtesy and gracefulness sprang always from a genuine sympathy with and love for our fellow human beings.

But we cannot be always on the heights. There are days when we find people very trying, and would like to be a little ungracious ourselves just for the relief it would be.

Then we remember what a bad impression irritability makes, what an unflattering picture of ourselves, our acquaintances and business colleagues will carry home with them when they have seen us off our guard!

So we try to pull ourselves together and to maintain a fair and seemly surface to our intercourse with others even though we are feeling "fed up."

And their work and ours goes the easier for that pleasantness. Vanity has oiled the wheels of life!

BEAUTIFY YOUR ARMS.

THIS WEEK'S RECIPE.

Ambassadors Pudding.

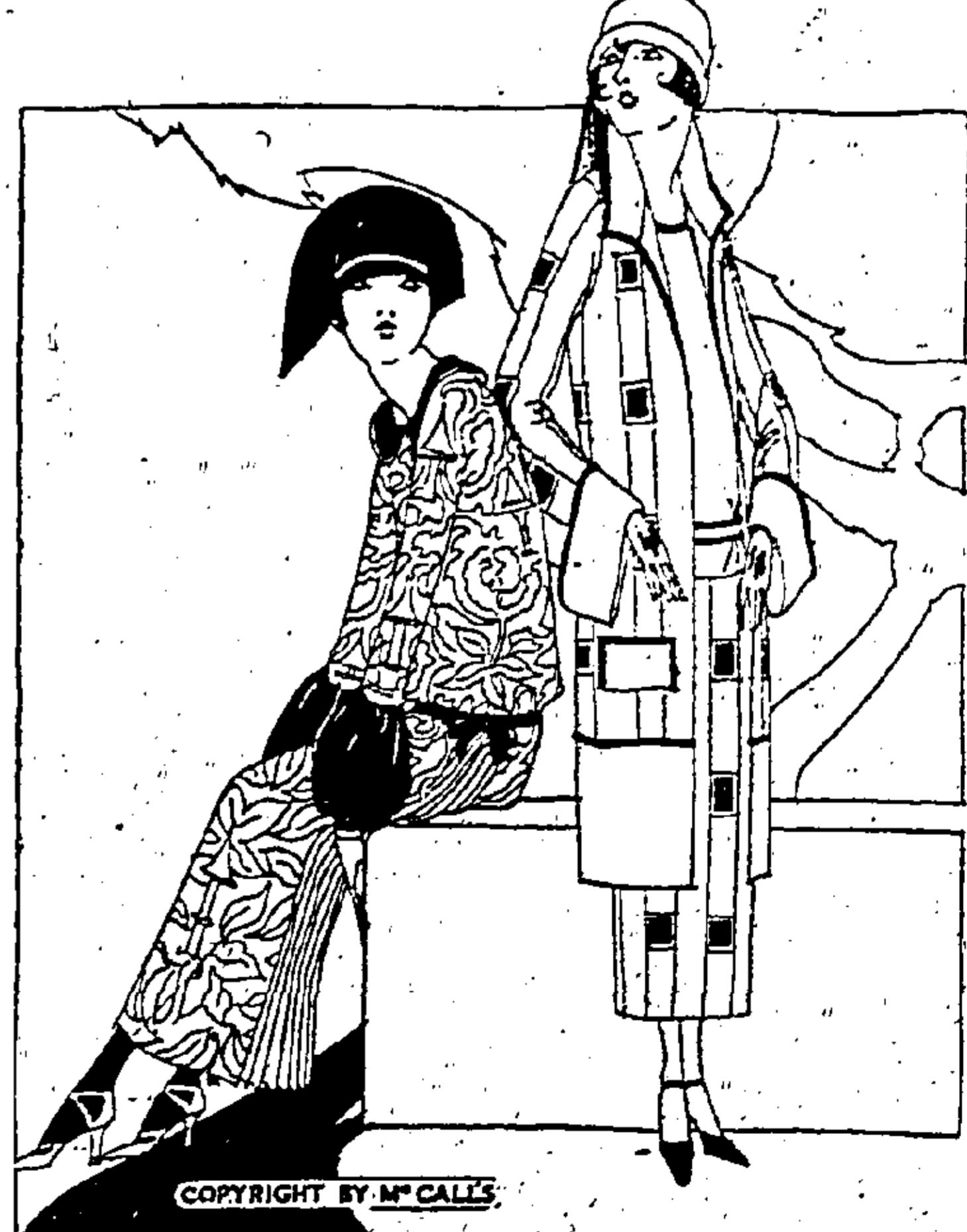
Required: 1 pint of custard (made from powder), 2oz. of sponge cakes or sponge biscuits, 2oz. of ratatouf, 1oz. of gelatine, 2oz. of caster sugar, 1oz. each of glace cherries and angelica, 1 gill of cream, 1 gill of water, vanilla essence, packet jelly.

Line a mould, rinsed out with cold water, with a little cold jelly made from a packet jelly. When set, decorate with glace cherries and angelica. Pour a little jelly with spoon over the decorations and let it set. Melt the gelatine in the gill of water. Make the custard in the usual way, add the sugar, vanilla, sponge-cake crumbs and crushed ratatouf, the chopped cherries and angelica. When cool, strain in the gelatine, and when cold add the cream whipped. Mix lightly and pour into the prepared mould. Leave until set, then turn out carefully.

LEATHER HATS.

Leather hats are quite the thing during the rainy days. They usually take the form of the cloche or the helmet, and are gorged with beaded drops or with leaves or flowers of a contrasting shade of the leather. A particularly fascinating hat of glazed leather has its band studded with moonstones, which take on particularly charming nuances when they are wet.

FIGURED SILK DRESS.



Figured materials are expected to be fashionable this spring and an especial vogue is predicted for both silk and brocade materials in which the design is woven or brocaded.

The dress sketched shows a figured silk with side pleats of plain stuff. The coat is brocaded wool with plain trimmings in the same colour.

RIBBON SASHES.

Plaid ribbon sashes to brighten neutral coloured frocks are very popular just at present, and some people predict a plaid season for dress goods. The plaid ribbon sashes are quite charming, and are perfectly safe for anyone to wear, whatever build, as they encircle the low waistline, form a small butterfly bow with two long streamers which fall to the hem of the skirt. This line lends a slender effect to anyone, and the sash is so easy to tie correctly.

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SICILIA	6,813	28 Mar. noon	S'pore, P'ang, C'bo & B'bay
PERIM	7,618	28 Mar.	Singapore & Bombay
JEYPORE	5,318	3rd Apr.	S'pore, P'ang, C'bo & B'bay
KHYBER	9,014	5th Apr.	M'les, L'don & Antwerp
LAHORE	5,232	11th Apr.	Singapore & Bombay
PAUDI	5,907	12th Apr.	S'pore, Penang & Bombay
CHINA	7,952	19th Apr.	M'les, L'don & Antwerp
NELLOPE	6,853	21st Apr.	M'les, L'don & Antwerp
SOUDAN	6,695	26th Apr.	S'pore, P'ang, C'bo & B'bay
KALYAN	9,118	3rd May	M'les, L'don & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,205	5th Apr.	S'pore, Penang & Calcutta
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JAPAN	5,052	24th Apr.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	2nd Apr.	Manila, S'kan, Thursday Is.
ST. ALBANS	4,500	30th Apr.	Townsville, B'ne, Sydney & Melbourne.
EASTERN	4,000	28th May	

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S.S. "TAIKWA MARU" on or about 21st Mar.

For further particulars, please apply to:-

Branch Office, MATARAI, AGENT, Top Floor, King's Building, Tel. Central No. 140.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

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AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL:
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THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

NOTICE.

CHINA SUGAR REFINING
COMPANY.

NOTICE.

HONGKONG CLUB.

NOTICE.

THE thirty-eighth yearly general meeting of the members of the Hongkong Club will be held in the Club House on Tuesday, the 25th. March, 1924, at 5.30 p.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1923.

The Transfer Books of the Company will be closed from the 17th to 31st March, 1924 both days inclusive.

JARDINE MATHESON
& CO. LTD.,
General Agents.

Hongkong, 10th March, 1924.

NOTICE TO CONSIGNEES.

N. Y. K. LINE
(NIPPON YUSEN KAISHA)

FROM EUROPE & STRAITS.

The Steamship
"KATORI MARU,"

having arrived from the above ports. Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 28th March, 1924, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

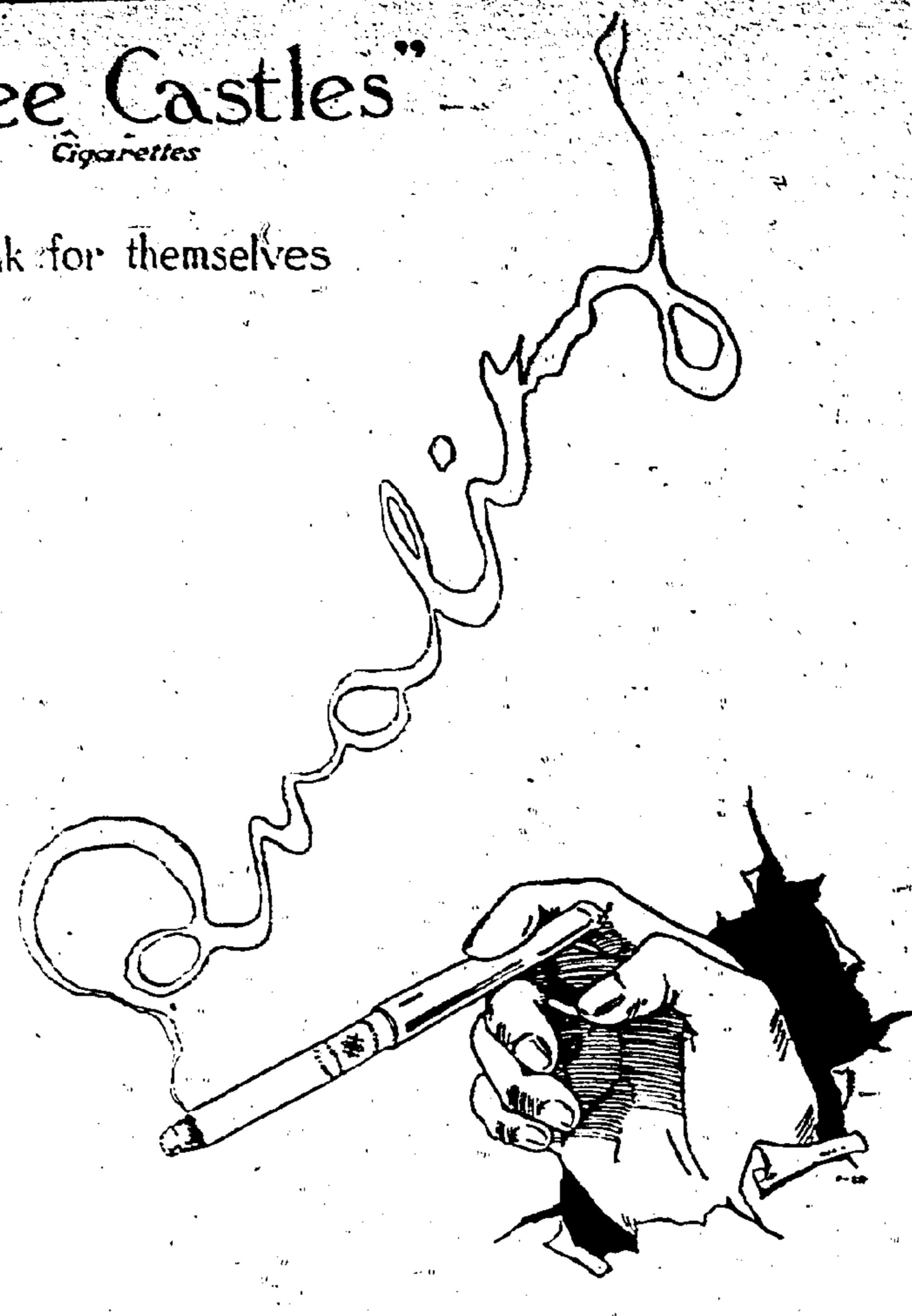
No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, March 21st, 1924.

"Three Castles"
Cigarettes

speak for themselves



ANNOUNCEMENTS

Today at 2.30, 5.15, 7.15, & 9.15 p.m.

Tomorrow at 6, 7.30 & 9.15 p.m.

Last Performances of

**POTASH
AND
PERLMUTTER**

BARNEY
BERNARD

ALEX
CARR

VERA
GORDON

THE CORNET

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